latitude 33 VOL. 57, MARCH 1982

Pe m' No. 210



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This offshore cruiser

is the most luxurious US Yacht.

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Balanced and responsive, the US42 is an adept performer on all points of sail.

This US42's appeal is also measured by her luxurious accommodations. With two steering stations, two private staterooms, fully equipped galley, two enclosed heads with all conveniences, and a wealth of standard "options", she's unequaled for comfortable twofamily cruising or charter use.

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J-24 \$75/day

US-25 \$75/day

US-30 \$125/day

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HOMETOWN BOY MAKES GOOD

Dan Musker decided it was time to go racing instead of cruising. Rhum Bheag, his trusty and well-used Bahama 24, wasn't exactly used to this kind of sailing, and Dan discovered right away that he needed to make a few changes if he was going to race competitively.

The first change he needed to make was to become a project manager; it takes a dedicated team and a well-prepared boat to win races and you simply do not succeed alone, and someone must manage all of this.

Dan found a loyal and enjoyable crew in Kelly, Joe, Luke and Christy, and they in turn found an appreciative and dynamic skipper in Dan.

Rhum Bheag herself was treated to the goodies which makes crew work more effective and saves on skinned knuckles, and it transformed her into a racing boot.

Dan had gotten some sails, but they just didn't seem to work out. Dan then investigated the sail problem carefully, and finally decided to replace his racing inventory with sails from Richard and van Heeckeren.

The difference was remarkable. From an 'also-ran' entry Rhum Bheag, as though by a touch from a fairy-godmother, was transformed into an almost invincible winner, and she compiled an enviable record. This record includes first place finishes in a pair of Feast of Lanterns Races, the Spring Series, the Fall Series, the Leffler Cup, the Sunset Series, and the Fleet Championship for the Monterey Peninsula Yacht Club. After all that winning it seems almost anti-climatic to mention a second place, but when that second place is for the Ano Nuevo Race, then all of a sudden that second place becomes quite impressive.

We congratulate Dan and his crew for their astounding performance and thank him not only for taking us along on his conquests, but also for taking the time to write us that very nice thank you letter. That shows us what a fine project manager Dan is.

Thinking about getting some more speed from your boat? Then call Richards & van Heeckeren at (415) 444-4321 and ask for Kame Richards, Jake van Heeckeren or Jim Warfield.



Rhum Bheag★, First to Finish in the Leffler Cup, and Fleet Champion, Monterey Peninsula Yacht Club.

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variage of int while underway or at anchor viewing the sunrise.

Amidships you ill find a large cabin with two settee bunks large drawers, hanging lockers, and a dressing table. The head is exceptionally spacious with a genuine marble sinktomedicine cabinet, separate shower sums. The V betth is offset to port with storage and drawers to starboard. Filler cushions converts this already large berth into about a kind size bed.

You must see this vessel to witness the incir. Bie value she is at \$102.0. sailaway including electric anchor windlass, knotmeter, depth sounder, VHF, and more.























C&C 40, 1979 Custom Hull #16. Full race with creature comforts, forced air/heat and Grun-nert refrigeration. Equipment list is very exten-sive. Present owner lives aboard and this boat









ADDITIONAL BROKER

21' Northwest, 1978	\$15,000
22' Santana, 1966	6,750
23' Maya, 1957	.6,500
25' Ericson, 1980	30,500
25' CAL, 1969	11,950
25' Bahama, 1977	10,500
2-25' CAL, 1978	23,500
2-25' CAL, 1978	24,000
26' Ranger, 1973	14,500
26' Angleman, 1962	35,000
26' Int'l Folkboat, 1972	15,800
TO A	
vri)	

26' Columbia, 1970
26' Ranger, 1973 .
26' Ranger, 1969
2-27' CAL, 1975
27' CAL, 1973
28' Columbia, 1970
29' Columbia 8.7, 1978
2-29' CAL, 1976
30' Olsen, 1980
30' Ballad, 1978
30' S-2, 1978
30' Baba, 1979

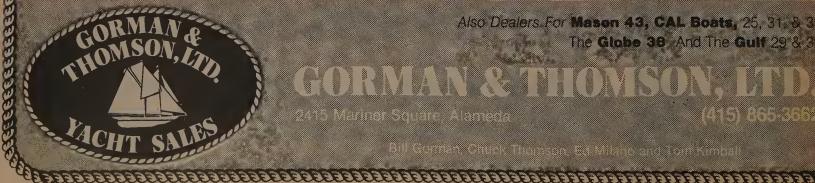
3,250	30' Baba, 1980
5,750	30' Yankee, 1972
4,750	31' Sail Columbia 9.6, 1976
7,500	31' CAL, 1979
7,500	31' C&C, 1968
9,900	32' Ericson, 1970
9,950	32' Pearson Vanguard, 1966
3,250	33' Tartan, 1979
7,500	33' Morgan, 1974
0,950	34' Islander
5,000	34' Peterson 3/4, 1976
7,000	34' Coronado, 1969

	70,000	3
	31,950	3
	38.900	3
	59,950	3
	31,450	3
	39,500	3
	35,000	3
	32,000	3
	52,000	3
	34,500	3
	49,500	3
	35,950	
2000000		

AGE
34' Peterson, 1978
3-34' CAL, 1977
3-34' CAL, 1977
36' Mull, 1973 .
36' CAL, 1966
36' CAL diesel, 1969
37' Santana, 1970
38' Downeast, 1976
38' C&C, 1977
39° CAL, 1971
39' CAL, 1980

65,000	
56,500	
.53,950	
55,000	
44,000	
43,900	
69,000	
80,000	
74,900	
77,000	
97,500	

10° Freedom, 1980	1
10° C&C, 1979	1
0° C&C, 1979	1
0' Anacada 40, 1965	
1' Challenger Ketch, 1973	
1' Kings Legend SK, 1981	
ti Maria de la como	



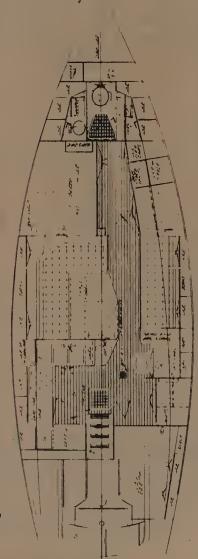
Also Dealers For Mason 43, CAL Boats, 25, 31, 8-35 The Globe 38 And The Gulf 29 & 3

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Exceptional Performance. The modern underbody of the Passport 40 assures swiftness, stability, and maneuverability while maintaining exceptional tracking ability—all the essentials of enjoyable sailing and fast passagemaking. You will never suffer the agonies of hobby horsing in choppy seas, or the inability to sail safely away from a lee shore. All lines are led aft to a comfortable, contoured cockpit, which makes singlehanded or shorthanded sailing a breeze. And of course, self-tailing winches are standard. The Passport 40 is for those of you who refuse to believe that performance must be sacrificed for cruising comfort.



39'5" Displ: 22,700 33'5" Ballast: 8,500

Beam: 12'8" Draft: 5'9"

Fuel: 125 gals. Water: 135 gals.

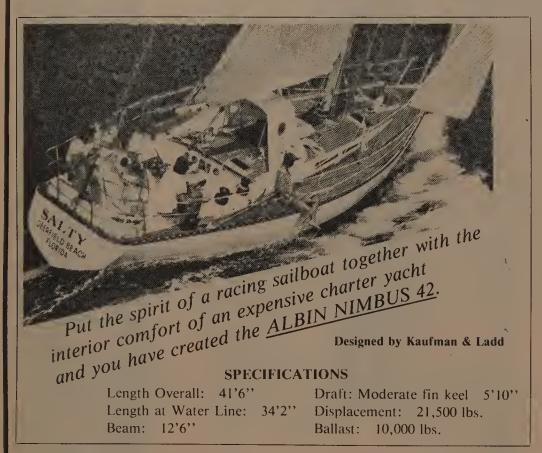
Designed by Robert Perry

Exceptional Liveability. From the beginning, the design emphasis was on liveaboard comfort. Interior space was prioritized by actual useage. The galley, saloon, and owners stateroom received the highest priority, as did the amount of storage and hanging locker space needed for liveaboard and cruising convenience. This approach resulted in a remarkable blend of spaciousness and elegance rarely found on a boat this size. For many, the Passport 40 represents the ideal liveaboard/cruiser.

AGP A

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CONTENTS

9	subscription
15	calendar
25	, letters
65	loose lips
70	sightings
86	sorc
94	solo sailor
98	crew list
104	sbra
108	cruising san diego
114	mcnaughton part II
120	dress for success
124	cabo crowd part II
130	max ebb
134	changes in latitudes
142	out of my mind
146	, unique: klein
156	advertiser's index
157	brokerage

COVER PHOTO BY LATITUDE 38

Richard Henry Dana spent two years before the mast of a vessel almost exactly like this one.

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	Saii		
161/2'	505, Moore hull	'67	\$1,700
22'	Santana	'67	7,200
23'	O'Day	'71	5,950
23'	O'Day	'79	15,500
. 24'	Bristol, w/dsl	'78	16,000
25'	Angleman gaff slp	'62	35,000
25'	Pacific Seacraft	'76	22,500
25'	Merit 25	'81	19,950
26'	Pearson Ariel	'62	12,500
25'	Bucaneer 250	'79	15,500
25'	Columbia 7.6	'78	15,900
26'	S-2 8.0 mtr/aft ckpt	'78	20,000
26'	Pearson 26 O.D	'78	18,500
27'	Balboa, (dsl)	'77	19,900
27'	Ericson	'72	22,500
27'	Catalina	'77	19,950
27'	Nor'Sea	'79	44,500
	Lancer		,2 0 0
28'	Ericson	'81	51,000
-30'	Newport MK11.;	'80	39,500
30'	Islander	'68	19,995
30'	J-30	'80	48,000
30?	Coronado	'73	26,500
31'	Pearson	'79	49,950
33'	Yamaha	'78	59,500
35'	Coronado	'74	44,900
36'	Yamaha	'80	119,500
37'	CF Marine	'76	79,500
40'	Islander/Peterson	'79	110,000
40'	Bristol	'79	128,000
45'	Columbia, loaded	'75	125,000
47,	Gulfstar	'80	239,900
48'	S&S / Huisman	'74	198,500
50'	Roseborough Brigantine	'73	295,000
54'	Lunstroo/Tjeukemer	'69	315,000
61'	Spencer sloop	'66	185,000
65'	Fulgham gaff schooner	'81	175,000
69'	Molosho sloop - Drifter	'77	240,000
105'	Mauric/Cantiere Novali	'74	1,400,000
103	POWER	/4	1,400,000
261		'77	19.000
26'	Fibrfrm Flybrdg.cruiser Sabrecraft	'71	18,000
26'			14,500
30'	Formuda Thunderbird	'79	45,000
36'	Roughwater Trawler	'73	45,000
38'	Scarab	'79	89,500
40'	Cust. Sprtfshr w/twr	'67	89,500
49'	Herb David Trawler	'80	179,500
55'	Chris Craft Constellation	'54	85,000

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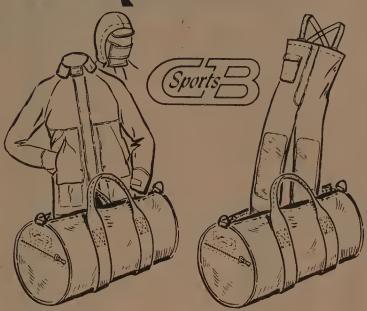
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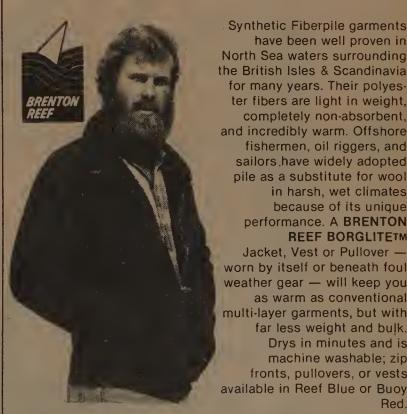
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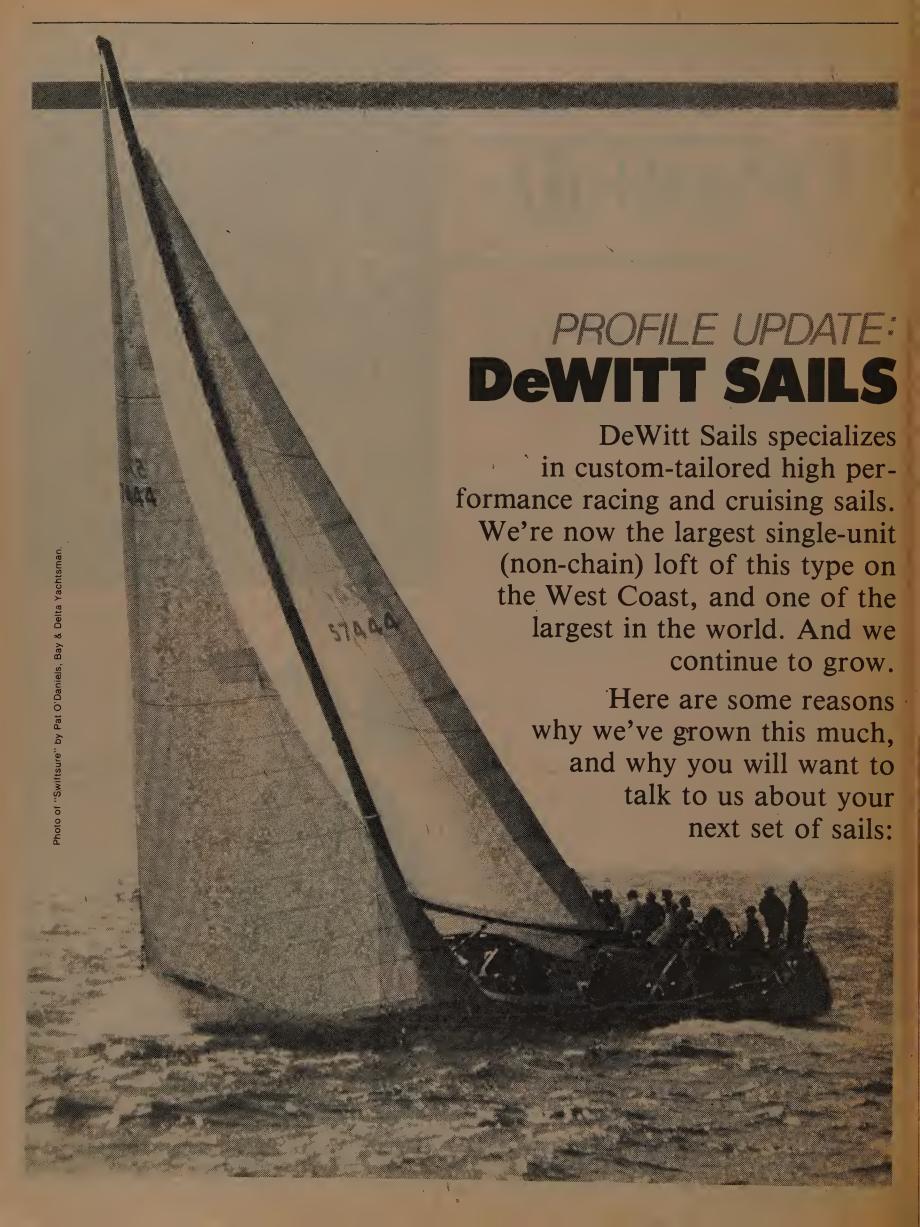
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Boats using hi-tech DeWitt-Sails made from mylar or kevlar, some partially plied, have already proven to be fast on the race course. To name a few: "Swiftsure" took second in the Big Boat Series (Perpetual Cup) powered by a new DeWitt main with a kevlar plied leach. Wylie 34, "Magic Too" — with several mylar headsails and a main plied with mylar on the leach — took top honors in 1981 YRA season and the Gulf of the Farallons ocean series (class and overall). Homer Lighthall's own 30' design won last year's Ano Nuevo Race with a full suit of DeWitt Sails, including a super-fast mylar 150%.



Tom, Mike and Jim check out a new Wylie Wabbit jib.

Photo by Rita Gardner

Top DeWitt people: designer, Tom Krase, customer service representative, Mike Rettie and Jim DeWitt. Discussion centers on the latest design concepts being built into new DeWitt sails for Santa Cruz 50, "Scotch Mist". This boat will first compete in the "Swiftsure" Race in Seattle this spring, with Jim DeWitt and Mike Rettie aboard.



Photo by Rita Gardner

CONSISTENCY

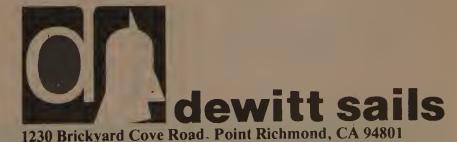
DeWitt designers have complete control over the shape and dimensions of your sail. Our computer-based design program — among the most up-to-date in sailmaking today — outputs a detailed panel-by-panel description of each sail. No discretion is allowed at the production level. This means control over the design remains in the hands of our top sailmakers. Top level control means high quality sails for your boat — consistently.

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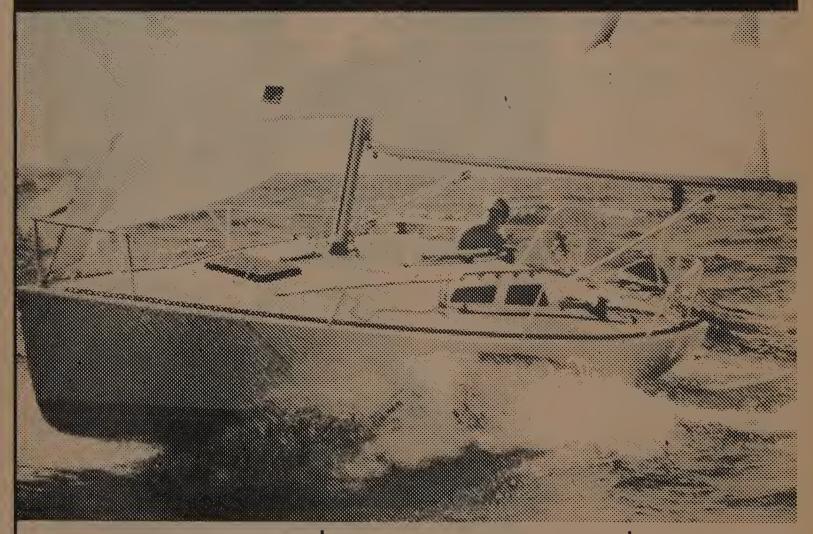


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We're the dealer for Moore 2 Express 27, and Olson 30. We handle Boston Whaler, Cal-boats, O'Day, Hobie-Cat and Windsurfer, too!

An Olson 30 proving our point.



SELECTED BROKERAGE:

Col. Sabre 32, 1966, \$10,500 Cal 20, 1968, O.B., \$13,000 Santana 22, 1969, \$7,200 Moore 24 (2), Irom \$17,500 Wilderness 21, 1979, loaded, \$12,000 Ranger 33, 1974, \$45,000 Samurai 24, 1970, O.B., \$9,900 Cal 25, 1979, Diesel, \$24,950 Clipper 26, 1974, O.B., \$5,900 Cal 2-27, 1976, Diesel, \$26,000 Santa Cruz 27, (3) O.B., Irom \$22,500 Ranger 30, 1978, Inbd., loaded, \$44,500 Olson 30, 1979, Loaded \$38,900 Garden 30, 1961, wood, diesel, \$19,900 Rhodes 32, 1938, wood, diesel, \$29,000 Erickson 35, 1971, Inbd., \$46,600 Bounty 44, 1979, Diesel, loaded, \$145,000

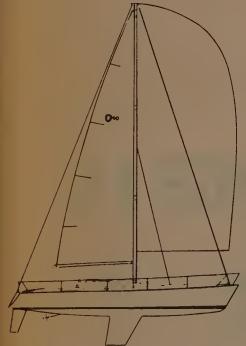
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CALENDAR

March 2 — Celestial Navigation course starts at the Oceanic Society in Fort Mason, San Francisco. Runs to April 1. Unfortunately, it may be underway by the time you see this notice. However, "catch-up" sessions can be arranged if you apply promptly. Call Franklin Potter, 441-8192.

March 5 — First Friday Flicks at Berkeley YC. This month's feature is *Freedom*, the story of the 1980 America's Cup campaign, with Dennis "What me worry?" Conner and several others likely to figure in the upcoming defense as well. Dinner at BYC is served at 1830, movie at 2000. \$4.00 for the grub and \$2.00 donation requested for the flicks. Contact Jeanne for information and reservations, 521-1176 or 477-5571.

March 6 — Ballena Bay YC's Winter Whales Chase race. Ballena Bay YC, 1124 Ballena Blvd., Alameda, Ca. 94501, or phone 523-0612.

March 6-7 — Cal Sailing Club open house. 1-4 pm at the Berkeley Marina. 845-3484.

March 7 - Coyote Point YC midwinter race. Bill Ryan, 574-0672.

March 10 — Celestial navigation class at Contra Costa College with O. Eugene Barton. A heavenly experience. 235-7800, ext.224.

March 11 — Singlehanded Sailing Society (SSS) pre-Transpac race seminar. "The sailmakers' shoot out." Don Goring, Jake van Heeckeren and Jocelyn Nash, three local sailmakers, will discuss optimum sail selection for the race to Kauai. Doors open at 6:30 pm, the showdown starts at 7:30. Free! Wear your ten gallon hat. 332-0202. Directions to Oakland YC: Go west through the Alameda Tube; go a few hundred yards and make a U-turn on Webster and then follow the signs for Neptune's Galleon and Travelodge. OYC is in the same parking lot.

March 13 — Marine Swap Meet at the Pt. San Pablo YC, 700 W. Cutting Blvd. (HiWay 17). 9:00 am till it ends. Free. 233-1046.

March 13 — 20th Ano Nuevo Race. A 78-miler from Monterey to Ano Nuevo and return, which many consider the real season opener. *Incredible* set the course record in 1978 with a time of 09:29:24. Contact Dick Clark, Monterey Peninsula YC, P.O. Box 91, Monterey, Ca. 93940. 408-624-9492W or 408-624-3956H.

March 14 — Opener for the Encinal YC's small boat spring racing series. For Flying Juniors, El Toros, Lasers, Zephyrs and Lido 14's. Terry Iverson, 522-0106.

March 15 — Celestial Navigation course at Bay Area Marine Institute, Pier 66, San Francisco. Shoot the moon. 552-4500.

March 19 — Deadline for renewing entry in SF Bay YRA races. If your postmark is later than March 19, you pay a penalty fee of \$12.50. First timers have until 5 pm the Monday prior to their first race to enter. Call Kitty or Debbie, 771-9500.

March 20 – Army Corps of Engineers' Bay Model will operate for the public from 1-3 pm. 2100 Bridgeway, Sausalito. 332-3871.

March 20 - Sausalito Cruising Club midwinter race. 332-9349.

March 20 — Deadline for entries in the Island YC's Women's Invitational race, to be held on April 10 on the Berkeley Circle. Open to all YRA and SYRA-type yachts skippered and crewed by women. The fee is \$7.50/boat. Entry forms are available at your yacht club or from Elaine Wright at 436-6463 eves or 545-1890 days, or from Marcine Osborne, 278-0495 eves.

March 20-21 — Islander 28 and Islander/Bahama 28's race/cruise. Race around Treasure Island and cruise to Berkeley. For race details, call Tom Hughes at 545-2603W or 376-7365H. For cruise details, call Arden Howell at 349-5966W or 254-4558H.

Sat-Nav's

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CALENDAR

March 24-28 — Newport Harbor In-The-Water boat show. Lots of yachts in lotusland. Teri Ybarra, 714-673:9360.

March 25 – SSS pre-Transpac seminar on jury rigging and general safety hints. The panel of experts will include Tom Martin, Warwick "Commodore" Tompkins, and one other local sailing expert. At the Oakland YC, 7:30 pm. Free. 332-0202.

March 25-April 4 — Pan Am Boardsailing World Cup, Kailua Bay, Hawaii. Surf's up.

March 26 — Voyager Marine's free seminar on painting systems for boatbuilders and outfitters. 1296 State St., Alviso. Gene O'Reilly, 408-263-7633.

March 27-28 – San Francisco Cup. The St. Francis and San Francisco YC's battle it out in a gilded match race series.

March 27 — Alameda Spring race series begins. For PHRF boats. Bill Wahl, 522-3272 office or 792-6454 home.

March 27-28 — Annual Rollo Wheeler Memorial race for all yachts meeting minimum YRA or SYRA requirements. Four divisions of PHRF. The 3-race regatta honors the memory of past Berkeley YC commodore Rollo Wheeler, who owned the brigantine Rendezvous, and who was believed slain by pirates in 1974 on a trip to Mexico. John Clauser, 422-3559W or 443-6499H, or Bobbi Tosse, 939-9885.

March 28 – Carquinez Straits Regatta. Bridge to bridge racing. Colleen Hemus, 415-938-3054, or Judy Bobaricken, 707-745-1642.

April 2 — Berkeley YC's First Friday Flicks. *American Challenge*, a superb ocean racing film of the 1980 OSTAR race, will be shown at 2000. \$2.00 donation requested. Dinner at 1830, \$4.00 required. Jeanne, 521-1176 or 477-5571.

April 3 – Ballena Bay YC's final Winter Whales Chase. 523-0612.

April 3-4 – Lakeport YC Spring Regatta. Lakeport, Ca. 707-263-5565.

April 3-4 — O'Neill's Kickoff Regatta. For Hobie 14's, 16's, and 18's. Right off the boardwalk. There'll be free ride passes for the kids and shorts for the sailors. Mike Forbert at 408-476-4026 (after 7 pm) or Mike Corbett at 408-429-9638 (between 6-8 pm).

April 3-4 – Elvstrom Laser Regatta at the St. Francis YC. Mik Beatie, 924-1699.

April 3 – SSS Farallones Race. Around the rocks and back, alone, Chuck, 332-0202.

April 3-11 – Windsurfer's annual "Easter in Mexico" trip. A pilgrimage for boards and bods. 595-2285.

April 10 — Guadalupe Singlehanded Race. 600 miles with start and finish in Marina del Rey. David Lay, 213-649-2788.

April 13 - Coast Guard Auxiliary sailing course at Richmond's Pt. San Pable YC. 7:30 pm. Bill Kimley, 237-3251.

April 16-25 — San Francisco In-The-Water boat show. Beaucoup boats, as well as Bruce Farr and Gary Mull. What more could you ask for! Karen Thompson, 523-0940.

April 17 – Ballena Bay YC, Spring Series. 835-8737 or 523-0612.

April 17 — Annual Colin Archer race for doublenders off Treasure Island. Fast may be fun, but slow is sublime. Encinal YC hosting. Contact Bill Wahl, 792-6454.

April 17 — Association of Single Handers (ASH) invites all interested soloists to join them in the Half Moon Bay race. No fees, no ratings, no requirements. Call Hans at 707-795-5290.

April 26-May 1 - Antigua Race Week.

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CALENDAR

May 7 — Start of the Encinal YC Twilight Series. 408-732-3260, ext.631, or 522-3272.

May 15 — The Great Singlehander Race on Lake Couer d'Alene, Idaho. One skipper, one boat. From mini-tons to two tonners. The only crew you can yell at is yourself. Race chairman is Charley Calkins, E. 3420 Carmella Court, Spokane, Wash. 99203. 509-448-9484.

May 26-29 – Swan Pacific Cup, Long Beach, Ca. A match of class and prestige. Dick Seay, 714-646-3109.

June 19 – SSS singlehanded race to Hanalei Bay, Kauai. What all those seminars prepared you for. Chuck Hawley, 332-0202.

July 4 — Ballena Bay YC's crewed Transpac to Nawiliwili, Kauai. Like the singlehanded race. only with more bodies aboard. Sandra Hansen, 939-6776.

July 31-Aug. 7 — Olympic Classes Regatta, Long Beach. Olympic warm up.

Aug.1 – Doublehanded Race from Hanalei Bay to Bora Bora. Douglas Fryer, 206-284-6360.

Aug. 7-22 — Pan Am Clipper Cup, hosted by the Waikiki YC. If you've arrived, you'll be there. Race chairman is Ken Morrison and planning chairman is Richard Gooch, Waikiki YC, 1599 Ala Moana Blvd., Honolulu, HI 96814.

Aug. 16-20 – U.S. Singlehanded Championship. Around the buoys, alone. Mission Bay Aquatic Center, San Diego. Sponsored by the U.S. Yacht Racing Union (USYRU).

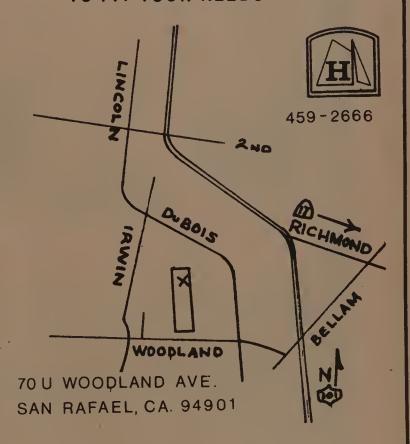


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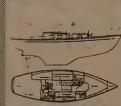
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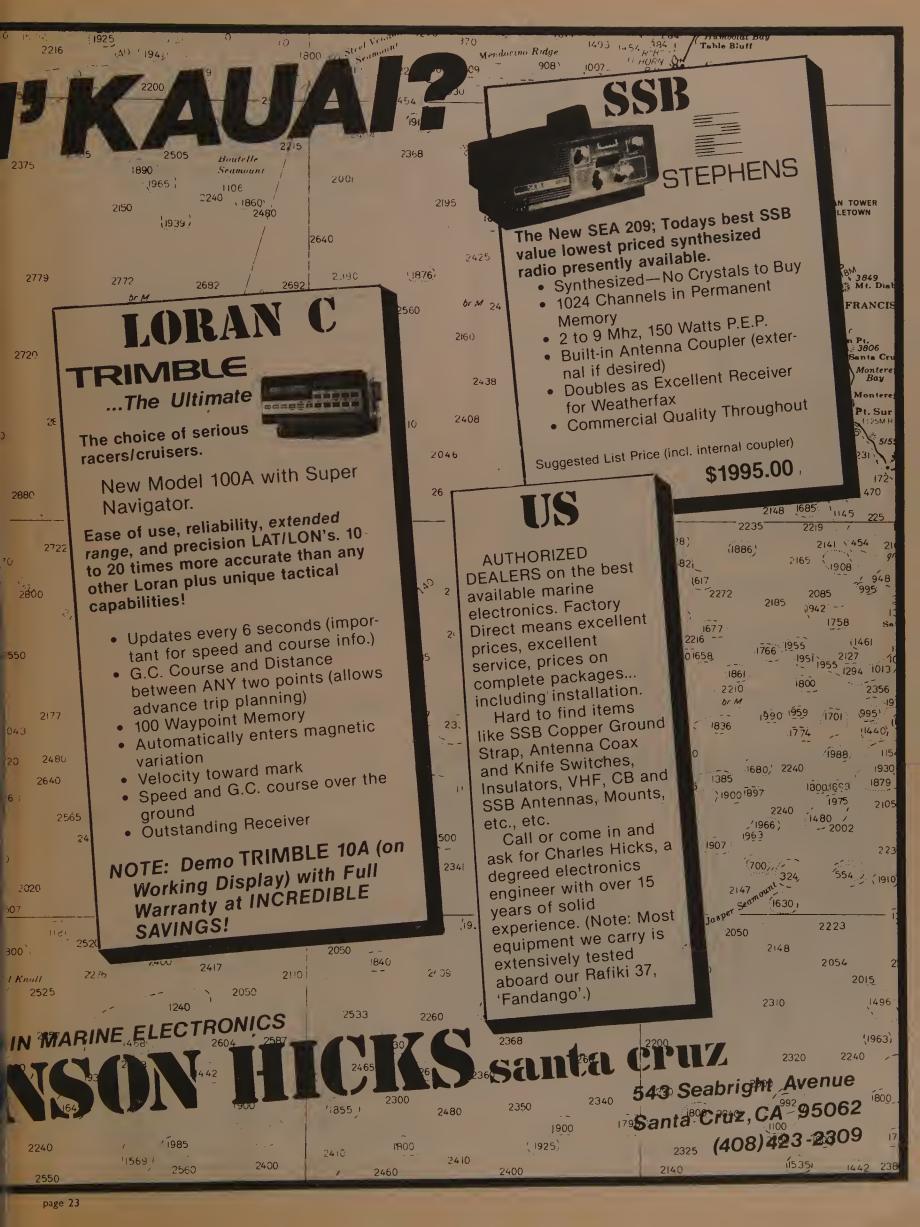
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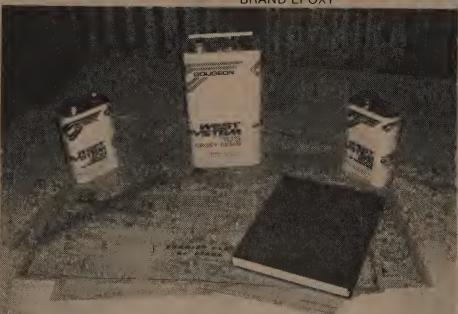
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LETTERS

UNCOOL

I'm a Berkeley student. Do you have a student rate for your fine magazine? I never have time to get to the boat stores, so I would like to have it sent to my home.

Ron Pringle Berkeley

P.S. — Bill me if that's cool with you.

Ron — We belong to the Keep It Simple, Stupid school of thought and so no can do on student rates or billing. You'll just have to sprint down University Avenue to the marina each month — think how healthy it will make you.

UFLEDGLING ORGANIZATION

My reason for writing is to thank you and Mr. Bill Goodman of Berkeley for helping to get a fledgling organization off the ground. I replied to your announcement several months ago that you had been contacted by someone who wanted to donate a boat to a worthwhile organization. Together with Steve Charnahan of the South Street Seaport Museum in New York, and his wife Dr. Lynn Carnahan, I have been organizing Ocean Outreach Youth Foundation for the purpose of teaching young people maritime skills and responsibility. Bill Goodman, who had a 25-ft. trimaran to donate, decided that Ocean Outreach matched up well with his ideas and became our first major contributor. We now have the trimaran and my own Columbia 36 to use and are just beginning a program of building 8-ft. sailing dinghies. Any other contributions of vessels or equipment would be most appreciated and are tax-deductible. Please direct enquiries to me, at (415) 326-1430.

Ted Holland, Jr. Palo Alto

P.S. Grace Sime says to say "Hello" and to tell you I'm the mudsucker she started sailing with.

HTHINK METRIC

Having recently saved 5.5 Meter #13 from a fate worse than Milpitas — that is, I bought her in Stockton and brought her back to the bay where she began — I'd sure like to race or otherwise sail with some other birds of a feather.

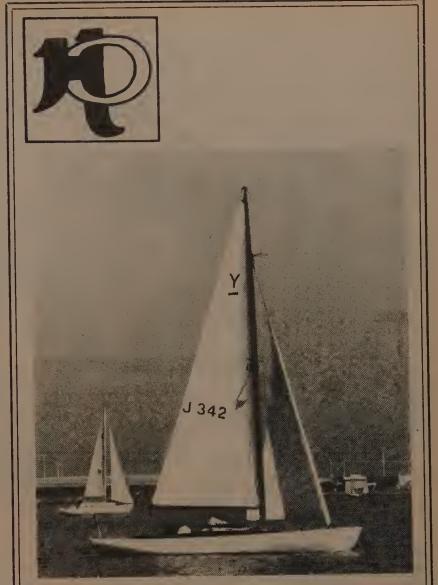
I've done a lot of research and know that there still is a bunch of 5.5 Meters out there, beautifying bay area harbors everywhere. Well, we've been primo-ing out *Sting* (new name) and my sons & I would love to see and sail with other 5.5's — (my sons are tired of working without getting wet!)

So 5.5's, multiply!!! Let's rebuilt the class — Call/Write Chris Clark, 125 Greenridge Court, Petaluma, CA 94952, (707) 763-5686, work (415) 928-1300 x320

P.S. - (No Petaluma chicken jokes, please!)

As for you Latitude 38'ers: Keep up the super work! For a guy who grew-up in the bay area sailing scene, got job-transferred away for 10 years, and just moved back again last year, I can't tell you how much Latitude 38 has helped me catch up on what's happening in every conceivable aspect of northern California sailing/boating. Thanks again.

By the way, while I was away (Mid-west mainly), I did pretty well; USYRU Prince of Wales & Mallery Cup, finalist National Champ, fleet champ, etc., etc. In everything from dinghy's to scows to $^{1}/_{2}$ tonners . . . but it wasn't anything compared to the beauty and



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P.S. — In the background is Bob Keleher's Bristol 29, "Skylark", also using Hogin Sails. You don't have to have a "woody" to appreciate quality and beauty.

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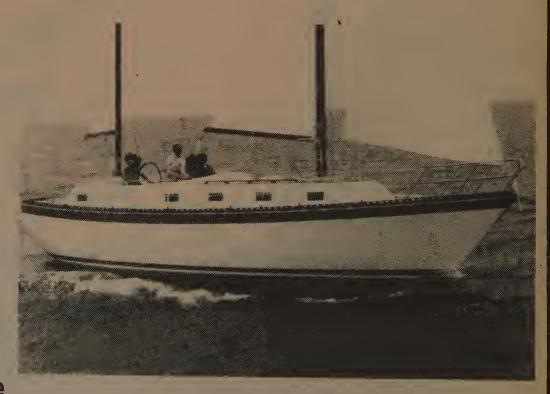
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LETTERS

challenge of the bay area and the boats that occupy these waters — it's sure great to see boats over 30-ft. again!!!

Chris

Chris — Why did the Petaluma chicken cross Highway 101? Answer: To catch the bus to Milpitas.

JUST BROWSING

After enjoying your magazine for the last several years I thought it time that I sign up. Enclosed is a check for myself and a friend. 38 makes a great Christmas gift.

Thanks for your informative, real, and money-saving (ZF transmission oil) articles. Glossies are on my browse through list now.

Fussy as it sometimes is, I love my warm Hi-Seas heater.

Dave Spaulding Sausalito

Dave — Mostly you're thanking the wrong people. It's you readers out there who take the time to drop us a line about things like ZF transmission oil that make it work. Without you folks we're nowhere.

Quite a few people have told us how much they like their Hi-Seas heaters; if we had any patience we'd probably like ours. As it is, we've removed the entire unit — including tank — and the first \$150 takes it.

☐ IF POODLES COULD TALK . . .

I find it somewhat disagreeable that J.R. Welch of anti-poodle shoot and bar-b-que fame should equate minorities and dogs—seems like an interesting social commentary from someone from Sausalito . . .

P.J. Cannon Walnut Creek Patriot

P.J. — Oh you Walnut Creek'ers can be so nasty! We don't find any reason to assume anything except that J.R. is defending the rights of all living things — save cockroaches — and merely draws human comparison because it would make his point more powerful amongst us humans. You'd have to be bending over backwards to construe the intent of his letter to be that of equating dogs with minorities — and that's a sad commentary on Walnut Creek and paranoia

TRY US ON STAGECOACHES

I have been a subscriber to your publication for some time now and in spite of your occasional excessive earthiness, your frequent grammatical license, and your questionable syntax, I find it very enjoyable and look forward to every issue.

I do feel, however, that your appalling lack of Constitutional knowledge requires comment.

In the January issue's Sightings you mention that . . . "One of this country's hallowed documents — is it the Bill of Rights or the Constitution? — guarantees each American citizen the right to the 'pursuit of happiness' . . .

The fact is that the Bill of Rights are actually the first 10 Amendments to the Constitution. The two were ratified as a package and for practical purposes are one and the same document. As a matter of fact most of our Constitutional guarantees are found in the Bill of Rights section of the Constitution — but not the guarantee to the pur-



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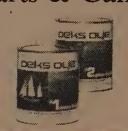


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Note: The amount of your payment depends on the boat you buy (see below) and you must select your boat from the ones scheduled to appear in the show. It's that simple.





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John Beery Yacht Sales is scheduling 11 brand-new, beautifully appointed, fully equipped Lancer yachts for display at the Alameda show. if you purchase any of these boats before April 15, 1982, and if you let Beery show the boat at the Alameda In-The-Water Boat Show, April 16 through 25, 1982, John Beery Yacht Sales will give you the cash payment and free optional equipment listed in this ad. Your boat will be turned over to you in new condition within 30 days after the end of the show. (The free optional equipment items are specified separately in the special pricing packages available from Beery.)

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BOAT	CASH PAYMENT	PLUS FREE OPTIONAL EQUIPMENT	TOTAL VALUE
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L43	\$ 8,000.00	\$ 9,000.00	\$17,000.00
L42	\$ 8,000.00	\$ 9,000.00	\$17,000.00
L39	\$ 7,000.00	\$ 8,000.00	\$15,000.00
L38	\$ 5,000.00	\$ 5,000.00	\$10,000.00
L37	\$ 5,000.00	\$ 5,000.00	\$10,000.00
L36	\$ 2,500.00	\$ 3,500.00	\$ 6,000.00
L30	\$ 2,000.00	\$ 3,000.00	\$ 5,000.00
L28	\$ 1,000.00	\$ 1,500.00	\$ 2,500.00
L25	\$ 500.00	\$ 1,500.00	\$ 2,000.00

Complete details are contained in special pricing packages that are available without obligation from John Beery Yacht Sales.

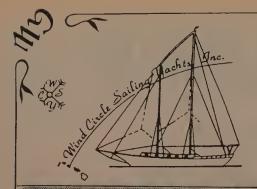
AND BEST OF ALL, you get a Lancer! Each Lancer is the best buy you can make in its class—you get more boat, finer construction, better finish, and greater performance per dollar. And you get peace of mind because your boat is designed by a top naval architect to be safe and seaworthy. This, in fact, is why John Beery Yacht Sales, after 25 years in the boating business, now sells only Lancer yachts—Lancer is the answer!

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34' Peterson One-Design '78
34' Cal 3-34 Sloop '78
34' Peterson ¼ Ton '76
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30' Anastasia Sloop '78
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LETTERS

suit of happiness.

The phrase of which you speak can actually be found in the Declaration of Independence. As a hallowed document the Declaration of Independence enjoys considerable weight, but it is not considered to be a Constitutional guarantee.

Thusly, it would seem that, Gini Gatejen is on her own and will have to rely on her personal initiative in putting together boat, crew, and enough money to enter the Pan Am Clipper Series. We can only wish her well.

I should point out though that my above comments notwithstanding, I did gain a lot from the article in question. This is the first time I was aware that a valid distinction could be made between a hobo and a sailor. Being one of the latter, but often confused for one of the former, I feel a lot better about that.

Steve Butin Napa

Steve — Our lack of knowledge about the Constitution is indeed apalling. We blame it on the coddling of students during the mid-60's at Montera Junior High in Oakland and the fact that our Social Studies instructor thought it was more important that we knew that 'boot' is the proper term for the storage area at the rear of a stagecoach.

□GIFT HORSES, BOW & STERN

Since moving to the Bay Area two-and-a-half years ago I have been looking for a competent skipper and a sound boat to race on. During the first two years the search was futile as every crew position offered to me involved sex, which appeared to be the only accepted alternative for experience.

Fortunately, a few months ago, a couple who are, I believe, the patron saints of inexperienced sailors added me to their crew-list. It was a terrific relief to find that there are indeed good people in sailing, but it is sad that they seem to be so few and far between.

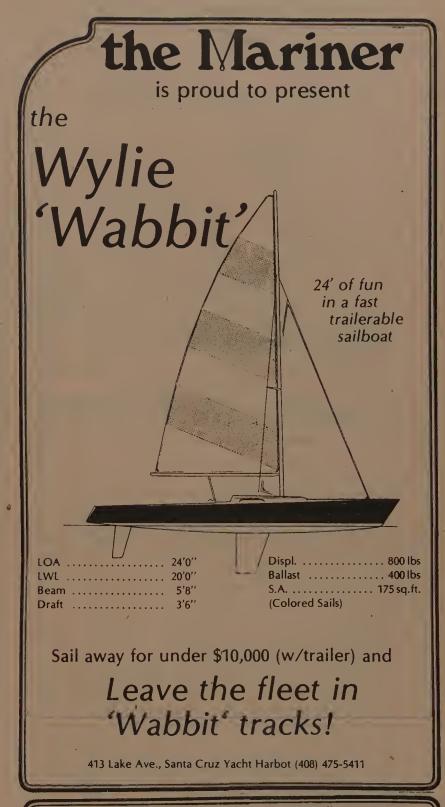
I find debatable your belief that so many women don't sail due to a persnickety attitude about the crew positions offered. My experiences spectating from the dock relate directly to the chauvinistic attitudes so prevalent among the sailors I've had dealings with.

Am I good crew? Not yet. I haven't had the years of hands-on experience like the locals, but I do show up on time, sans hangover, with all my own gear, ready to give a team effort my best shot. With two-and-a-half years spent building the J-24 and Laser were a facinating (although itchy and dirty) way to learn about boats. I'm more than willing to serve as ballast and do all the other things that someone earning their stripes has to do, but let's face it, you can't learn to sail from the dock or from crewing while lying on your back!! I've never had the opportunity to look a gift horse in the mouth. I must say that I have seen a whole lot of the other end of the horse though.

Melissa Ames Novato

P.S. Please find my crew form for the coming years Crew List enclosed. I am heartened that someone is making the effort to help us connect with appropriate skippers. Thanks!

Melissa — We're sympathetic to the plight of women trying to get crew positions and wonder if you might be able to drop us a line to help us understand the problem a little better. For example, when you say all the positions "involved sex", what exactly does that







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LETTERS

mean? Is it mild but nagging harassment that makes the day a drag? Is it All-Pro Wrestling on the foredeck? Is it a "sleep with me tonight and sail with me tomorrow" proposition?

But Melissa, take our word for it, there are a few too many "persnickity women" waiting for their Swan 76 to come in. And this is not simply a masculine perspective either. The folks who have agreed with that opinion most vehemently are experienced women sailors. Obviously if you are willing to 'earn your stripes', you're not one of those ladies.

FLATTERY WILL GET YOU EVERYWHERE

Hope you will accept my application for the Crew List on a homemade form. Latitude 38s are not that great in numbers here and my friend would not let me cut his up! I love your rag! Heard about it while still in Tahiti on the way up from New Zealand and have digested from cover to cover every copy I have seen. Keep up the good work. The format is great. Would subscribe if I knew where I was going to be for any length of time.

With regards to my sailing experience, I have done but 2 ocean races ('80 Clipper Cup & '81 Cal-Coastal) but feel I am fully capable of an ocean race. I am a capable foredeck hand and have run foredeck on boats to 44-ft. and worked foredeck on larger boats. Please don't take me as a "Cinderella in a dream". I'm not afraid to rough it on a boat and I feel that I have worked my apprenticeship as a racing crew (although as with everybody, I can still learn much more but this comes with sailing). I feel I have the skills and the experience to offer anybody's racing campaign. I have references

Again I hope you will accept my application for the Crew List. Miss Lyn McDonald Marina del Rey

Miss Lyn — We've gladly accepted your home-made application as well as everybody else's. Good luck.

BOW WOW WOW, WHITE CLOUD, BOW WOW WOW

Keri: How do you start a letter to the editor?

Hime: Dear Latitude 38 . . .

Keri: Okay.

Hime: The first thing we have to do is to compliment them on their fine rag. That's so they'll read the rest of it.

Keri: And I want to thank them for providing so much information and good reading for a love-sick novice sailor like me.

Hime: Okay.

Keri: Maybe we should address this to that inventor guy, Urbanicheck.

Hime: Nah, we don't even know how to spell his name. Keri: Oh yeah. So the topic is White Cloud's sail-cycle.

Hime: Well, let's tell the readers about our friend White Cloud who wants to bicycle down to Cabo to meet us. And us being obsessed sailors, we had this great idea."

Keri: Yeah, right.

Clint: Forty — fuckin' — niners!!!

Hime: No, no, no . . . SAIL POWER! Keri:

All: YAY!!!

Clint: Did you guys know that 85% of the effort you expend to bicycle at 10 MPH is used merely to overcome wind resistence?

Hime: Not if you've got a sail on your bike! "

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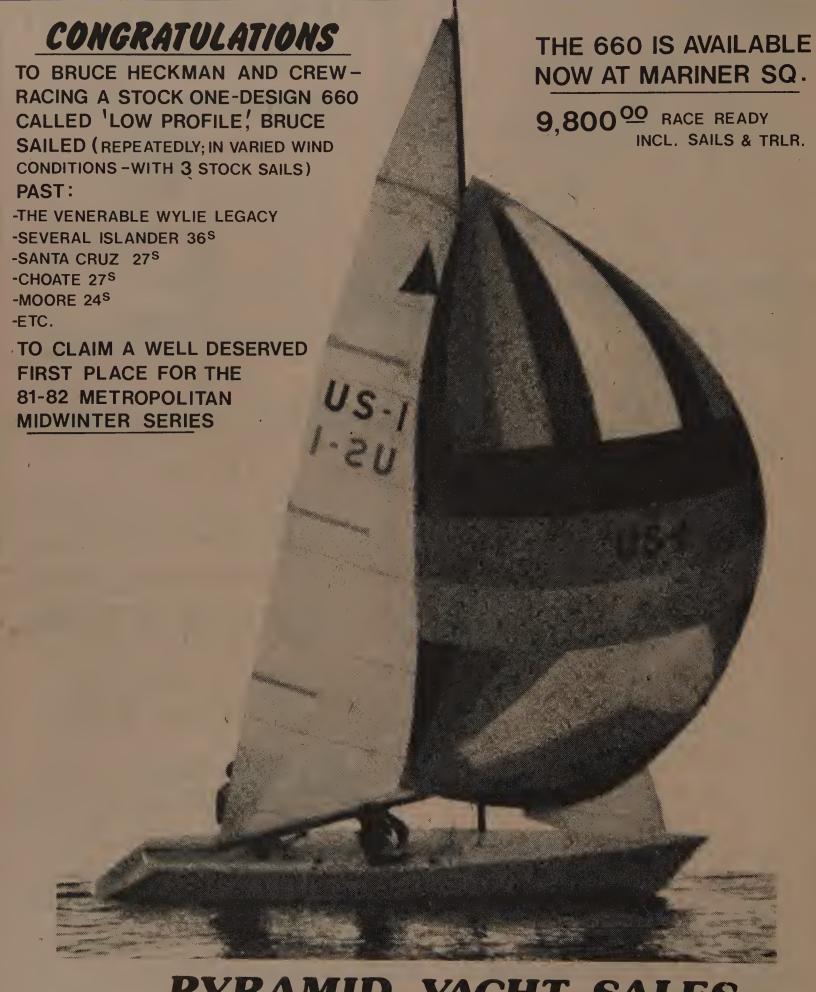
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Keri: Yeah! Right! How about a see-through Spinnaker on the handlebars?

Hime: Or a dual-function convertable: Genoa by day, Tipi by night.

White Cloud: Great! But how do I steer the thing?

Keri: Oh yeah, how do we deal with wind changes. Or course changes, for that matter?

Hime: I know! A gaff-rigged window shade for a quick reef!

Keri: Or how about a tandem bike; one person pedals and one person crews?

Hime: But what are we gonna do for ballast?

White Cloud: How about a side car?

Keri: That's it! With a bigger road displacement we could add more sail area. More wheels mean more sails!

White Cloud: Wait a minute, you guys . . . How do I get uphill? Or upwind?

Keri: By tacking.

Hime: Or just yell "STARBOARD!" — that'll get you anywhere! White Cloud: Come on you guys, be serious. I need ideas.

. . . The wind drops. Our creativity is luffing. Once more we reach for *Latitude 38*, a resource and a support when we are becalmed. Is

there anyone out there who can give us a tow?

Captain Hime, Keri, the maiden, Clint on drums, White Cloud. Just White Cloud. San Francisco

Folks and Dogs - Check out Max Ebb this month.

WHY IS SCOTCH TAPE SO EXPENSIVE?

Congratulations on the best sailing periodical in print. If I couldn't be assured of finding my monthly fix for free — you'd have my check with this letter — guess I'm part Scotch!

A few entries for your naming project came to mind this weekend while fighting the strong ebb tides and debris in the tide rips. Mile Rock = The Barber Pole. Tiburon = The town with the disappearing guest dock.

I wish I'd known about the Tiburon dock before going in to avail myself of its non-existent pleasures.

Thanks for all your hard work — keep 38 as it is and has been. Frederich P. Turner

erich P. Turner Sacramento

□LOST BUT NOT FORGOTTEN

The full page ad for Catalina Yachts in your February issue (pg. 36) reminded me of the letter I've been meaning to write to you in hopes that you would pass along a bit of information to owner's of Catalina 22's who read your mag. While racing along Cityfront in the SYRA series last year (working jib, reefed main, just about to overtake that second place boat we'd been chasing for an hour), our mast folded into the bay right after the port spreader suddenly collapsed. On closer examination after getting back to the slip and mending ourselves with a few beers, we discovered that the cast aluminum spreader base had broken in half, which resulted in the collapsed spreader, no upper shroud support, and a two-piece mast.

One might think that this is one of those little things that makes sailing and \$500.00 repair bills so interesting. However, in the course of contacting various Catalina dealers to find parts to put ourselves back in the water, imagine our surprise to learn that this adventure has been shared by others and, in the words of one dealer, is "something

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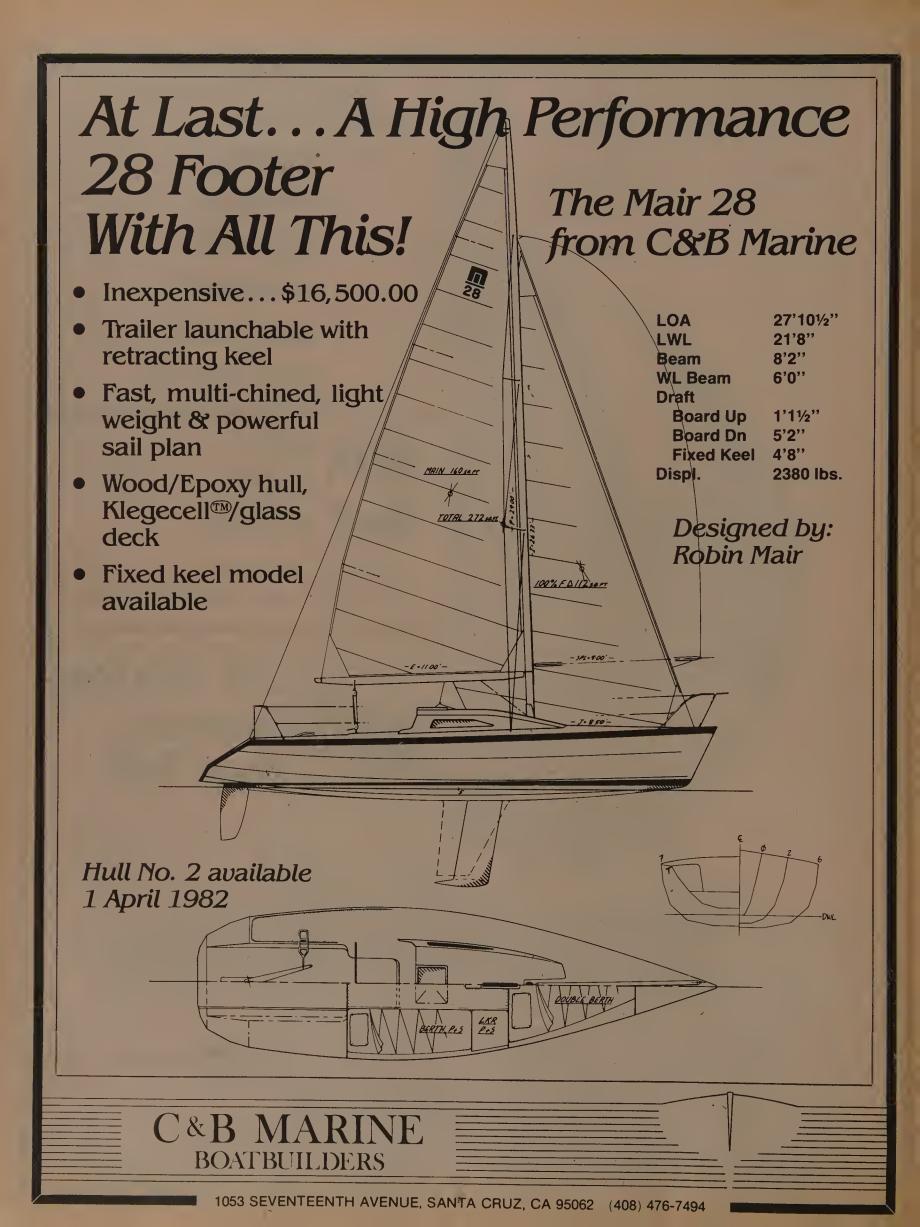
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that happens all the time" with the aluminum spreader bases. One of those things that can put a crimp into anyone's day and wallet.

Be that as it may, Beware you Catalina-22 owners. Get yourselves a couple of stainless steel spreader bases that are now (coincidentally?) available from Catalina and replace those aluminum pieces of !@#\$%¢& that are currently adorning your mast. And while you are at it, check out and beef up some of the other stock fittings that come with the boat (stainless steel backing plates under the deck for the shrouds will avoid some other infamous Catalina 22 mishaps). By doing so, you will not only save some \$\$\$ in the long run, but might also catch and just nip that other boat at the wire.

Steve Dietz Santa Cruz

Steve — Thanks for putting out the alert.

Actually, it's not unheard of for boat models to have weak spots or flaws that can possibly fail and lead to big expenses — if we remember correctly the Cal 20's had a somewhat similar problem with their masts.

IVOLUNTEER FOR THE MIDNIGHT WATCH

I would like to volunteer my services as "reader" to help with the editing of your Latitude 38. I have followed this good news magazine since its inception, and though I was a bit critical of it ("Picky Dick"), I have seen the astonishing improvement of each issue and have come to agree with the multitude of readers/admirers that you have amassed.

I can't help picking up the small (often not really important) editing errors. I say not of major importance as I realize that the main thing is to get the message across, and if a small detail is missed (or if the typing is as poor as mine) the idea is not lost.

Some of the little details that catch me up are, for instance, the really experienced yachtsmen (yachties?) who say: "bow-wake" when they mean "bow wave"; of course you and I know that the wake is the track left by a vessel in the water. And many of those who are experienced who do not make a proper half-hitch when they are tying up.

There are many similar details, you might be amused by one that bothers me, now-a-days they are calling the forestay the "staysail stay". Originally the sail hanked on there was named after it's stay: the "forestaysail" (forestaysl). So, is it not redundant to name the stay after the sail that it (the sail) was named after? The forward stay being the headstay, at least on the modern masthead rigs.

Would you call this "trivia" or would it mean that all things do change.

Dick Miller Sausalito

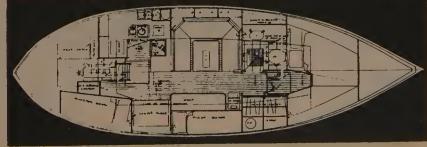
Dick — We really appreciate your generous offer and will gladly take you up on it. You can expect our call when everything is ready to be proofed — usually between 1 and 4 in the morning on some day during the last week of the month.

Seriously, we recognize most — but not all — of the little detail errors, but as a matter of style choose to leave them as originally spoken (or written). It makes Latitude 38 a little bit more 'real', albeit a little less 'proper'.

And since you raise the issue, we think it's not a matter of trivia, but rather as you suggest, that all things simply change. It wasn't too many years ago that almost all sailors knew, used, and respected the



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terms and useage passed down from the colorful days of commercial sail. For better or worse — probably the latter — only very few new sailors make the effort to master that language. Most yachties — ourselves included — speak 'Yachtese', a tongue which began to evolve with the advent of the fiberglass boat, and a language with few links to the past.

SOME STRAIGHT TALK

Regarding the letter "Caught between the ocean and a hard spot", [Volume 55, Sightings] with the photo of a converted lifeboat on the hard at Port San Luis;

It's hard to believe that any sailor would tie up to an unknown buoy in an unfamiliar anchorage. Especially one exposed to the south during the winter.

For information, those buoys are controlled by the Port San Luis Harbor District. They are set by the district for particular boating moorage needs and are *not* placed there for the convenience of coastal cruisers.

Calling the harbormaster, *Mr. Bill King*, or his 24-hour crew on the V.H.F. (or better yet writing in advance) would have given the now boatless skipper permission to use a proper mooring, one suited to his vessel requirements. Also would have been given instructions to pull the 1" pickup line up to the chain and secure the vessel with chain and add your own safety line. Never trust a polypropylene splice.

Most of the moorings there consist of the following at least one: 750 lb. Railroad wheel — 60' of 3/4" chain — 60' of 1/2" chain — 5/8" swivels between the chain and 35' of 3/5" poly handline attached to one h.d. pickup buoy. The average depth of water in the mooring area is 25'. There is also a mandatory yearly inspection on all moorings.

However, these are two harbor district rules which should be stated.

- 1.) Nobody other than the owner shall use moorings during winter months, November-April.
- 2.) And the pennants are not approved for "Open Ocean" moorings due to wear and chafe.

For more information write or call the Port San Luis Harbor District, P. O. Box 249, Avila Beach, CA 93424, (805) 595-2381.

Words of Advice: A.) Use your own ground tackle. B.) Don't tie up to unknown moorings. C.) Don't use what's not yours unless permission has been granted. D.) Keep an anchor watch when lying in an unfamiliar anchorage exposed to the south in winter.

Joseph Rodgers marine surveyor, former Moss Landing North Harbormaster

Joseph — Thank you so much for that thorough information. Somebody else sent us a letter including an underwater diagram of the mooring buoys at Port San Luis, but we apparently have lost it — sorrv.

We stopped by Port San Luis last month. It offers terrific protection from the normal northwesterlies of spring and summer, and the town is a little cutie. However, the entrance to the Diablo Canyon nuke factory is adjacent to it, so stand offshore if the harbor is glowing.

☐ HEY, WE FOUND IT!

A little information about common mooring construction as practiced amongst the west coast fishing fleet might help others avoid the



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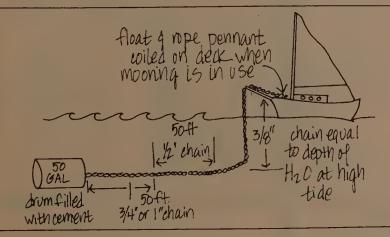
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fate of the vessel described by Brent and Debbie Baker in your January issue.

Unlike the moorings depicted in *Chapman's* or *Royce's*, most fishermen (who own most of the moorings on the west coast north of Point Conception) on the west coast use a float only to hold up the rope pennant which reaches to the light mooring chain which is left on the bottom when not in use (by being left in the anaerobic environment of the muddy bottom the life of the chain is extended by as much as two years); to use the mooring the pennant is hauled until the light (usually 3/8") chain is on deck and the chain itself is dropped over a bitt or cleat leaving one on a secure *all chain* mooring. A system such as this is remarkably secure and I have had *La Tonina* on such a mooring in Tomales Bay since 1974. The heavy chain rarely needs to be replaced as it is almost always buried deep in the



mud, while the 3/8" chain must be replaced every two to four years.

Anyone picking up a mooring buoy without being authorized by a harbormaster (and there has always been a very helpful and efficient one in Port San Luis) should remember that it belongs to somebody and that somebody may come in at 0300 and rightfully get pissed if you're on it without permission.

Another thing to remember if you must anchor in an area where there are numerous moorings, is to rig a trip line on your anchor, as I can tell you from personal experience its not much fun to try and haul 50 or 60 feet of 1" chain up on deck because your anchor is fouled on it.

C. Howell Brown

P.S. — Great mag! I see someone in Seattle picked`up. Maybe San Diego will be next.

C. Howell — There are numerous locations in San Diego with Latitude 38.

BREAKIN UP THAT OLD GANG A MINE

October issue 52, you printed a letter from a very happy old boy. That was then, now is now.

All of us folks in our little bag at Oakland Yacht Club were told to move in thirty days. I'm writing this as I don't wish to lose the many friends we've made at our old berth.

The "WE" is now berthed at Alameda Yacht Harbor, berth E2. I hope some of my friends will hunt me up.

To go back and see dredging machines and earth movers gouging our one time "happy home" was truly devastating.

I hope to meet new folks here, but I'll miss my adopted family, Bob, Doug, Campe, Mike and the whole gang.

The development company is breaking up that old gang of mine.

'Doc' Schmidt

FOR SALE BY OWNER

After years of first class service & excellent care, DAVID R. CASE is regretfully being offered for sale. His experience is vast & potential great; with many years of excellent use remaining, providing of course — he is regularly maintained & serviced. Check this partial list of features which will catch the eye of even the most discerning buyer.

1. A pilot for over 25 years; he is WORLDWIDE captain experienced in DC-3, DC-8, DC-9 & DC-10

aircraft.

2. A familiarization with several foreign lan-

guages as a result of international flying.

3. He is an excellent salesman. Paralleling his aviation career DAVID R. CASE has been an active real estate broker for 18 years. His gross sales for 1981 amounted to \$3,335,000 — from only three customers!

4. He is a published author of many How To... & travel articles of a marine nature. In addition, he is the author of *Power Handtool Handbook*.

5. His engineering background includes building a plane at age 18 — & it flew. He has successfully constructed two sailboats. The latter of which he & his wife recently completed a 15,000-mile South Pacific odyssey in fourteen months. For an added attraction he's built custom houses both as a nail driver & developer.

6. He is a self-starter able to give & take orders.

7. Mr. Case is also an entertaining public speaker & above average photographer.

In short, DAVID R. CASE is a modern renaissance man capable of doing many things well in an agreeable & personable manner.

He is married, in excellent health & 46 years of

age.

Just think what could be accomplished with a man of these skills to assist or guide your projects. He is particularly useful in all forms of sales & major marketing, product development, & talents requiring commercial aviation knowledge. Trouble shooting difficult problems are his forte. The profit DAVID R. CASE could earn you will surely surpass his paltry asking price. You are getting the best of both worlds; seasoned experience AND plenty of useful years to reap the benefits of a genuine bargain.

The price for this amazing individual is far less than you'd expect to pay for a decent size yacht; only a low, low \$60,000 per year plus incentive bonus's to be negotated. Naturally the cost is tax-

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Retractable Spout Assembly is vented for leakproot pouring



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Yellow w/orange stripe or sky blue w/navy blue. **SALE**

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for children from 30-90 lbs. SALE LIST

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infants less than 30 lbs. **SALE** LIST \$35.95 \$28,50

Both with waist and leg straps. **Coast Guard Approved**



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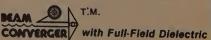


MICROMETER MASTER" **MARK 15**

MK15 \$95.00 \$73.95



\$131.95 MK25 \$170.00



OFFER GOOD THRU MARCH 31, 1982 Some Quantities Limited



P.S. - I paid \$900 for my little 17' Silhoutte originally, and at \$83.00 per month for a berth, I could buy a yacht. Well, a new Silhouette every year, \$996.

Doc - If putting a ceiling on apartment prices is called 'rent control'. what do you call it when a lid is put on berth fees?

ORIGINAL HONESTY

Thanks for running the "Ah So Kazi" caption contest. It was fun to walk around for several days, noodling around possible ideas, and even more exciting, to discover I'd won!

Please (since I don't know anyone more deserving or appreciative of your rag) send the one year subscription to me - it'd be great if you could arrange it to begin when my current subscription runs out (sometime this spring, I think)

I'd like to just keep the "Classy Classified" in reserve for the moment - I might have use for it this summer.

Yer doing great — keep on doing what you like and what feels right. Our local copycat, 48° North, has such a forced tone to their writing, and their lack of imagination and childish preoccupation with sex (it's fine to mention it every once in a while, as you do, but it positively pervades 48° North's writing) combines to make an unpleasant product. You may not be local news for me, but you are fresh, witty, and informative on a local (N.Cal) and international

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I = 50
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level. Best of all, you're honest.

David O'Steen Seattle

David — Ah so, we do exactly as you say.

□ A FEW COMMENTS, TWO IN FACT

Just thought I'd drop a few comments in the mail.

- 1.) Doug McNaughton's article was great! Can't wait to read Part 2. Of course I'm prejudiced, having known Doug for several years. I knew he was a damn good sailor; just never realized that he has a real talent for writing also. I hope you'll try to get him to write more for you, as he has a great many other experiences that your readers would surely enjoy reading about.
- 2.) In regards to your article 'What Do Women Want?' in the January issue. God knows, but I sure don't. I've run several ads in the last few years looking for a lady sailor and also answered several ladies ads who said they wanted to sail. Myself, I love to sail and I seriously am trying to become a really competent sailor. So, I sail rain or shine, as long as the wind blows, twelve months a year. I figure if you're going cruising offshore you had better know what the real world is like.

But, the ladies I've met, although they say they want to cruise, actually seem to just want sailing as another thing to fill their leisure time. They want to cruise to Mexico, Hawaii, etc., but they don't want to sail around here because, it's (a) too cold, (b) too windy, (c) raining. I don't see how anyone can expect to be competent if they don't learn to sail in any and all conditions. I sure wouldn't entrust my boat, my crew and my life to someone, whom I didn't know their reactions in bad conditions, before leaving on a cruise.

In the end dreams are great; but as someone that has spent his life making his dreams into realities, I'd say to the ladies like Miss Gatejen get off your cloud and go to work and not expect the world to hand it to you free gratis.

Bruce M. Westrate Palo Alto

Bruce — Good point about the fairweather crewmembers, be they male or female.

In defense of Gini Gatejen, she's really doing something a little different. Operating as a promoter, she's trying to develop a women's team as a marketable product to pay for itself. She's not doing anything very different than what Russell Long did with the Clipper 12 Meter campaign, except Gini's struggling without benefit of Long's powerful family connections.

We wish Gini the best of luck, although we suspect her efforts will tend to reinforce the already unrealistic expectations some women have about sailing opportunities.

CENTRAL LISTING

Enclosed please find my cruising list form; thank you very much for performing this service for all of us.

A couple of comments regarding the categories in general, and the specific entries on the form:

1.) It would seem to me that it would be useful to have a general category in addition to "racing" and "cruising" which might be called "daysailing". Most of the people I know, including myself, occasionally get away for a shot down the coast, to Mexico, or up to the Delta, but do 90% of their sailing within the bay on a daysail basis.

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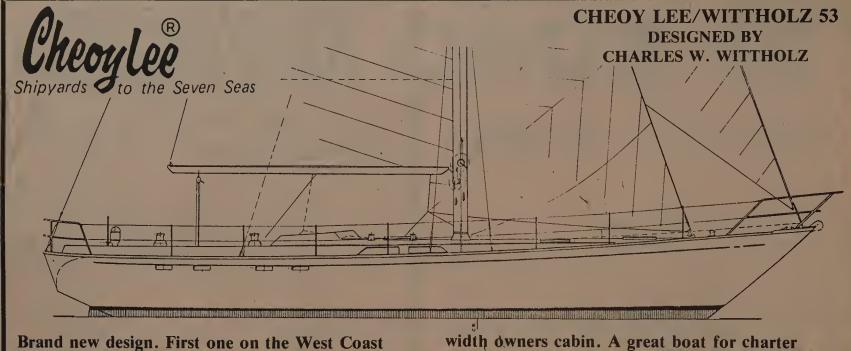
70' Molosho Sloop, '77	
62' Spencer Sloop, '66, wood	
55' Custom Ketch, '59, wood	130,000
50' Force-Garden Ketch, '78	
50' Brigantine, '73	295,000
48' S&S, Aluminum, '74	198,500
48' Steel Ketch, '78	
46' Peterson Ketch, '81	135.000
46' Freedom, '76	
46' Little Harbor Yawl, '62	
43' Gordy/Steven's, '33, wood	
41' Freeport, '78	
41' Challenger, '76	
40' Challenger, '74	
39' Cal, '80 & '79(2 from)	
38' DownEaster, '76	
37' Irwin, '80	
37' Islander, '71	57,750
37' Irwin, '80	80,000
37' CF 37, Sloop, '76	79,500
36' Freeport, '78	
36' S-2, 11.0A, '78	
36' C&C MKII, '74	
36' Yamaha, '80	
36' Islander, '71	
	67,000
36' Hunter, '81	70.500
35' Cheoy Lee, '79	40.500
33' Ranger, '74	05,000
33' Morgan Motorsailer, '81	95,000
33' Hunter, '81	52,500
33' Tartan 10, '78	39,000
33' Hunter, '80 & '80(2 from)	45.000
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Cheoy Lee 44 Ketch. '80, excellent condition, 5 bags of sails, ready to cruise or liveaboard. Existing loan of \$71,000 at 113/4 %. Replacement cost over \$150,000. Try \$110,000.



Moore 24. One-design racer, ultra-light displ., trailer, o.b., Horizon racing sail package. Everything like new. "If a Ferrari could float, it would be a Moore." Offered way below replacement cost at \$19,900.

By the same token, I suspect that there are a lot of people out there who would like to go sailing, but don't want to crew on a race boat, and who don't have the time and/or inclination to crew to Hawaii or Tonga. It has also occurred to me that I wouldn't particularly want to take a crewmember on my boat for a long coastal or offshore cruises with whom I hadn't done quite a bit of day sailing so that they would be familiar with the boat and I would be familiar with them.

- 2.) Re: "My crew should be drunkards"... no one on my crew, including myself (most of the time) is a drunkard. As a matter of fact, I'm damned hardnosed about drugs of any kind being consumed aboard when the boat isn't tied to the dock at the end of the day. However, we have been known to pull a cork or two and light up this or that when the sailing is over, and there are people out there who object to that, particularly to cigarette smoking. The point to which I am arriving, however circuitously, is that it might be appropriate to allow people to specify "non-smoker" or "no drugs" on the forms.
- 3.) I would like to have been given more choices regarding the experience of a prospective crewmember than just "should have lots of offshore experience". It seems to me that last year the forms offered a finer range of distinction concerning experience than they do this year.

I'll close with a couple of general comments, since I'm not a regular letter writer and may never get the opportunity again. Urbancyzk is a waste of newsprint, Max Ebb is terrific, and I would be at a total loss if Latitude 38 stopped publishing. Thanks for everything.

Paul Major San Francisco

Paul — Folks who just want to daysail are checking either the 'single' forms, or 'locally, around the bay and up the delta' in the cruising form.

The business about drunkards is to be taken with the same seriousness as listing Jupiter and the black holes as a destination — we felt the forms needed a little absurdity to distinguish them from American Express applications.

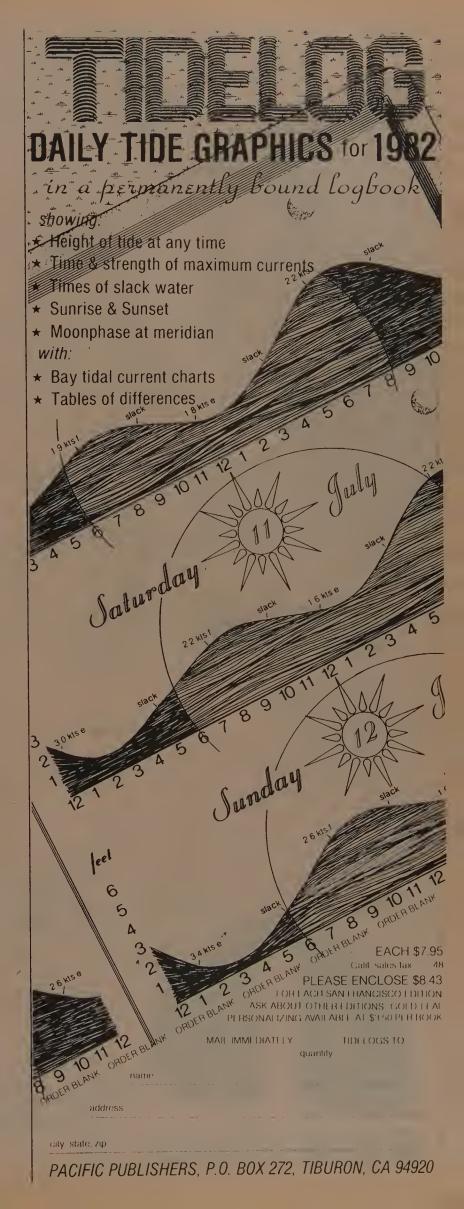
Because space is limited, there was simply no room for fine-tuning down to the level of checking smoking and non-smoking and quibbling over levels of experience. These forms are merely meant to offer the most general guide; those participating must shoulder the burden of sorting out details and making the process work.

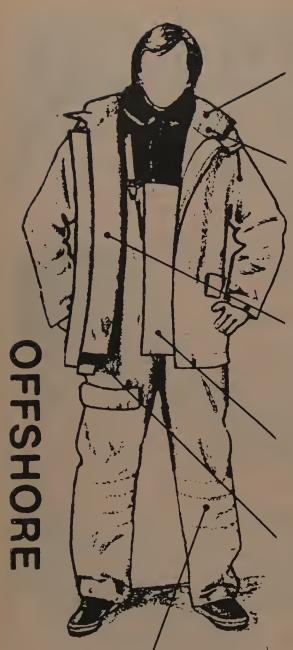
Good luck.

| BUFFET OF THOUGHTS

I have several subjects to address so here goes:

- A. Thanks for the great sextant material via Oomm Urbanczyk and letters generated therefrom. May I suggest a footnote for would-be sextant jocks? One of the most valuable skills on this instrument is Longitude by Meridian Transit which is, in the simplest of terms, laid out as follows.
 - 1. Determine local mean time of meridian passage from lower right of daily pages of Nautical Almanac.
 - 2. Convert your DR Long. to time and add (West Long.) or subtract (East Long.) which will yield GMT of Meridian passage.
 - 3. Now add or subtract your zone time (Example: +7) to GMT so you know when about to look for the sun crossing your meridian.
 - 4. Take some shots (or one each if you are that good) before and after the sun crosses the meridian. You can





The offshore model has special knee paddings.
Available in two-piece or jumpsuit.

The hood — which can be stowed away in the collar — ensures a snug, even fit at the forehead and up to the wearer's mouth.

The *collar* can be flipped for added protection of the neck and throat area — without reducing freedom of movement.

The offshore model is two layers; An outer layer of specially-developed, waterproof polyester and lining of 100% waterproof PVC charmeuse.

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High quality PVC over nylon. Available in red or white and two styles of *jumpsuit* or *two-piece*. Vertical opening or shoulder opening for the small boat sailor.

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tell because it will get high then start getting lower. Get equal angles on each side and record their times accurately. The hard work is now over.

- 5. Convert these times to GMT. You'll have a GMT PM and a GMT AM. Subtract AM from PM and you have the time difference. Add 1/2 the time difference to the GMT AM and you have your GMT of Meridian Passage (for you more knowledgeable folks, Zenith Distance here is equal to O).
- 6. Finally, take this GMT of Meridian Passage and go to the GHA Sun column in the N.A. daily pages and see what GHA you get for the hour of GMT you've come up with. Go to the Increments and Corrections pages to convert the minutes of GMT time to minutes and seconds of
- 7. Open a large container of Fosters Lager and feel very smug.
- B. Subject numero two is a hearty congratulations to Hurricane McNaughton for a thrilling (Part 1) account of The Winds of Emily. This is another solid reason why I'd rather read your mag than Los Otros. Having weathered Hurricane Bebe, firmly affixed to the bar at Suva's Tradwinds Hotel it's nice to know somebody goes out there and has fun. With all that time on his hands how come he didn't take more pictures?
- C. Can we let the subject of boat-niggerdom be dropped in its tracks and resolved by the more subtle forces of colloquial change?
- D. Finally, did you take the "Cabo Crowd" pictures with the Fujica HDS you have been raving about?

Frank DiMarco, Jr. Sausalito

Frank - As mentioned last issue, b.m.w. (boat maintenance worker) is the term we've decided to use in place of the older offen-

Most Cabo pictures were taken with the Fujica although a few were shot with a Nikon. However, nobody should judge the quality of a camera by the results that come off out of our printer's inconsistent offset.

MORA & MORA & MORA ALL THE TIME

The Midget Ocean Racing Association of Northern California would like to tell you about this years' roster. It is not simply a listing of members, etc., as are most rosters. This year the MORA roster is filled with useful information for sailors interested in sailing outside the Gate. It includes articles on currents, weather, sails, safety and seasickness, local knowledge (where is the Montara Hole?), travel tips for Half Moon Bay and Drakes' Bay (travel tips!!!), and even an article on how to keep dinner off the cabin sole. Written by wellknown Bay Area sailors such as Jocelyn Nash, Kami Richardson, Dee Smith and Max Ebb, among others, it's a handy little source book of information otherwise unavailable.

The booklet will be available at the Spring Meeting. Speaking of the Spring Meeting . . . on March 16th at 7:30 p.m. at Richmond Yacht Club MORA will host its' annual Spring Meeting for members and prospective members. If they own a boat 31-foot or less and want to try racing outside the Bay, come to the Spring Meeting and get the scoop. Jim DeWitt will present a program on sailing techniques for the ocean and the public is welcome.

If someone is interested in the Handbook, doesn't belong to



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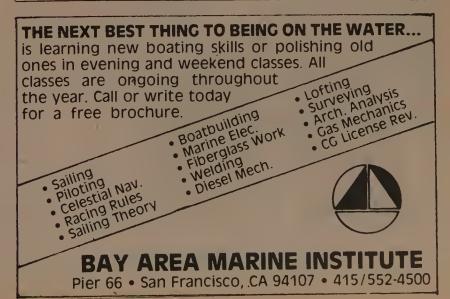
(In Carmichael only - Gulf Yachts and Newport 41)

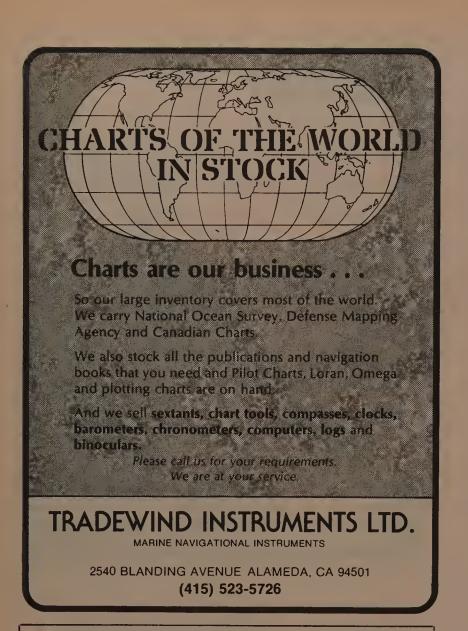
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35' Ericson \$39,500 '75 32' Challenger \$45,000 '78 27' Balboa sloop.....\$17,500 '77 27', Nor'Sea sloop.....\$39,000

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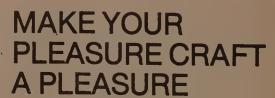


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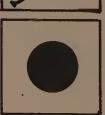
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MORA and can't get to the Spring Meeting, they can write to MORA c/o: J. Weir, 2200 Central Ave., Rm. 307, Alameda, CA 94501. Please . . . Please enclose \$1.00 to cover the postage. Also booklets will be available in March at marine outlets, ask for it.

> Johanna Weir San Francisco

Johanna - Sounds great to us! Would some MORA sole like to explain the difference between MORA and MORC?

□LETTERS FROM LIVERMORE

I've been saving comments, and I think I have finally collected a letterful.

1.) I'm one of 1 out of 3 sailors who wear a Casio 100M watch. It has been a very reliable watch, even took two swims in Lake Merritt last season (yuck!).

If you push the button on the lower left side a couple of times, eventually a function will appear that is labeled AL. It will show the time the alarm is set to go off. If you play around with the buttons on the right side of the watch, eventually the horn symbol will disappear entirely and you will be visited by the Sandman for a good night's sleep shortly thereafter.

- 2.) I applaud you for including "dinghies" as a boat class in the Crew List last month. But, it would have been nice to see S.B.R.A. included as a race category. While I'm not in the position of looking for crew this year, I may not be as fortunate in the future and your Crew List has the potential of being a valuable resource.
- 3.) I'm always looking for a good open class small boat racing in addition to S.B.R.A. I hope local clubs begin to realize what an asset your magazine is for getting the word out.

As an act of good failth, I have enclosed a photocopy of the '82 SBRA schedule with the hopes that it may attract new sailors to our ranks.

- 4.) I'm looking for way to improve my strategy/tactics on the race course. What about starting a regular one page section that features a couple of racing situations. I have benefited immensely from situations you have posed in previous issues. If no one volunteers for such a job, would it be possible to use the USYRU Appeals as a resource?
- 5.) I appreciate you sending complementary copies to Lawrence Livermore National Laboratory Recreation Association. It is nice to know the love of sailing transcends what may seem to be idealogical differences.

Cal Huntzinger Wind Walker

NO DILEMMA HERE

No, I would not stop a dope smuggler.

It keeps prices down and it allows people to cruise more.

Not Telling San Jose

Readers - Not Telling's letter is in response to our query in Volume 56 as to whether sailors should turn in other sailors who are smuggling dope.

It's going to become a more pertinent question all the time as more dope is being smuggled up the west coast. Last month, for example, the 45-ft. ketch Fourwinds and two of her crew were apprehended in Marina del Rey with \$15 million dollars worth of pot. Authorities

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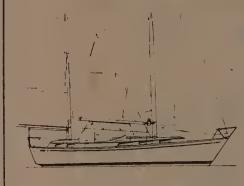
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41'	Newport Sloop, '79\$74,900	
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27'	O'Day '75trade for Ericson 35	
25'	O'Day, '76 w/o.b12,900	

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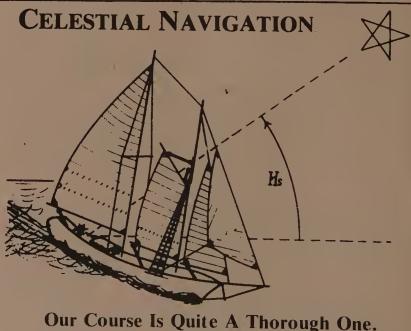
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allege that the pot originated in Columbia, and was transported north by the mother ship Sunburst, which has apparently been operating off Catalina Island.

LIFERAFTS

I'm writing regarding the article by Andrew Urbanczyk on the liferaft dilemma in the February 1982 issue.

It seems as if Mr. Urbanczyk is keeping track of liferaft failures (this is mentioned several times in his article) rather than the number of times they do work, and the lives they've saved. I agree that there are cases where rafts have not inflated but I believe that a couple of things must be taken into consideration. Of these raft failures, how recently had the raft been serviced?

I service many rafts that have not been done in 3 to 7 years. Liferafts should be serviced annually which brings me to another point, who if anyone did the servicing? Liferafts should be serviced by a company that is authorized by the raft manufacturer. Most of the liferaft surveyors are very professional and realize that they are working on a piece of life saving equipment, and know the standards that must be maintained. I don't question Mr. Urbanczyk's sailing knowledge, but I'm sure he'll agree that there is a great lack of understanding regarding liferaft and survival equipment, and their uses in the yachting community.

I have given lectures and done raft demonstrations many times. I have had questions asked like, "I have a xxxxxxx brand raft, how do I open it?" "What's inside it?" This is not a dumb question, they just were never told. We need more information given to people who purchase rafts; more classes on basic survival.

I honestly believe that a person is a fool for going to sea without a raft, call it insurance. When all else fails, a raft can save lives, it does beat treading water. Know your equipment, how to use it, have it serviced annually by authorized repack stations and ask questions of the people who are doing the work, the only dumb question is a question that a person is afraid to ask. By doing this, you'll assume that your raft will work when it's needed, the equipment installed inside will not be over-age or expired. When all else fails, you'll be thankful that you spent that several thousand dollars to save your life, or the lives of your family and friends.

Larry W. Curtis Service Manager Seagull Marine Irvine

Readers — A couple of years back we had the opportunity to watch Larry as he serviced liferafts that arrived at Seagull Marine in South California. It was enlightening. After observing the poor condition some rafts arrived in — invariably caused by saltwater getting in — we certainly take better care of our own raft.

WHAT'S THE BIG CROP UP THERE IN THE VALLEY?

I just felt moved to get off my tractor, come in, and drop you a line. Out here in the sticks we like *Latitude 38*, too. It is a heck of a lot better than those slick sailing magazines, particularly in the outhouse.

Paul Carlson Grass Valley

DA CLUB FOR PROCRASTINATORS

Just a reminder for those of you who may have missed the deadline for Latitude 38's Crew List: The Cal Sailing Club operates a



Choey Lee Looks for New Sailing Companions

"I am a Choey Lee, a 40' ketch with center cockpit, built in Hong Kong and commissioned in 1975. My present owners have cared for me extremely well and have also modified my interior so that now, I am among the most comfortable live-a-boards you will find anywhere.

"My forward stateroom has been transformed into a magnificent living salon with built in seating, TV console, and wet bar. My main galley/salon has all of the conveniences one could imagine—Force 10 range with full oven, refrigeration/freezer system by Technautics, and dining to accommodate six sit-downs.

"The master stateroom, located aft, is equipped with a full size queen berth, full shower (no make believe), and lots of storage. My interior is heated by an ESPAR forced air diesel heating system with vents throughout. My Perkins 4-108 diesel auxiliary engine has been meticulously maintained, as has the entire engine compartment. Bill Luders, my designer, drew specifications for a custom bowsprint, constructed and installed by Stone Boatyard in 1980.

"Some of my extras include electric/manual windlass, 300' 5/8 anchor chain, auto pilot, full canvas cockpit enclosure (for 60 sq. ft. of all weather living space), new cockpit cushions, usual electronics.

"I am ready to go cruising, and looking for new owners to go with me. My present owners, who have purchased a trimaran to replace me (no taste), are asking only \$119,000, and for more information please contact them at the numbers below:"

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-	27' Ericson, '72 (loaded for cruis'g)		
	28' Newport, '77 (full race)	32	,000
	31' Bombay Pilot House, '78		
	31' Pacific Seacraft Mariah, '77		
	32' Kendall cutter, '73	67	000
	32' Westsail, '76	58.	000
1	32' Ericson, '73	35,	900
Ì	34' Custom Peterson 3/4 Ton, '76	39,	000
	36' Islander, '78	79,	500
	36' Custom Mull ULDB, '73	49,	000
	39' Custom Crocker ketch, '64	86,	000
1	41' Challenger, '75	98,	
	◄50' Hudson Force 50, '81 (almost new part)	ew)	
		135,	000
	— POWERBOAT LISTINGS -		
	24' Reinell Flybridge, '78		
	24' Fiberform, '75		
	24' SeaRay Sun Dancer, '77	17,	500
	30' Custom Fjord, '80, (w/twin dsls.).	69,	500
	38' Viking Deluxe Sedan, '69	49,	000
	40' Cruise-A-Home, '72 (houseboat)		
	41' Double Cabin Trawler, '79	77,	500
	441.14 : 7 !		

Port Sonoma Marina

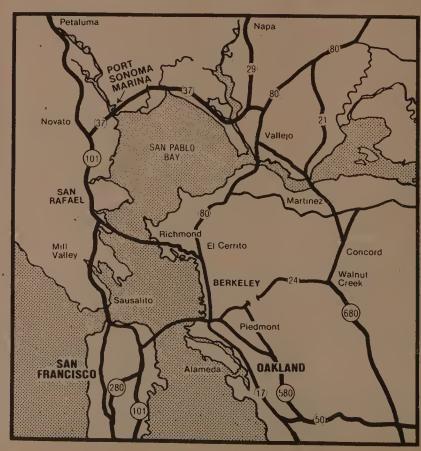
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year-round telephone crew placement service, available to anyone at no cost. If you'd like to crew, call our answering machine at 845-8434 and leave your name, phone number, and some indication of your experience level or special attributes. Also tell us where you live and what kind of sailing you're interested in. That puts you on our list. When an owner or skipper calls, we give the names and numbers of several potential crew and they take it from there. We like to specialize in last-minute placements, so if you don't say otherwise, we assume you don't mind being called early in the morning or late at night. (You can call us as early as 6:30 and as late as 1,1:00.) Why do we do it? Simple . . . we get first grabs at the good spots!

By the way, if you don't have a boat and want to get into sailing without dealing with owners or skippers at all, you might consider joining the Cal Sailing Club as a regular member. It costs \$35 for three months, and you get unlimited sailing lessons, boat use, wind-surfing, racing, cruising, parties, meetings, drunken orgies, picnics on the mud flats, and everything else usually associated with a sailing club.

On the other hand, if you own a boat and need to belong to a yacht club to qualify for racing in one of the local yacht racing associations, but don't want to be involved with any of that fancy yacht club nonsense, you can join as an association member for \$45 per year. It lets you race, helps support our programs, and you'll almost never hear from us!

Paul Kamen Commodore, Cal Sailing Club Berkeley

I CRUISING MENTALITY

What a great issue last month was. A whole half page in print from the conversation that you and I had, and with my name in print 10 times, (I counted them) in addition to several mentions of the boat, the wife and the kids, all by name. It was great, almost as much fun as sailing in Mexico.

Well, now it's time to bring the boat home and having developed a real cruising mentality, I have come up with an idea to avoid the expense of air fare, or the punishment of a long Mexican bus ride that would be needed to get back to the boat.

I will trade one week of warm down-wind sailing, snorkling and fishing in those crystal clear waters between Loreto and La Paz for nothing more than a ride in someones private airplane for myself, one of my crew members and an extra 125 lbs. of gear. Now this is a hell of a deal for some lucky aircraft owner because Loreto is a first class airport, my crewmember is a pilot with a commercial rating and since there are no charters down there, this is probably the only chance the pilot would have to do it. We need to be in Loreto March 25, and would drop our guest in La Paz about a week later. Air or ground transportation is easily available back to Loreto. An interested pilot could call me at my office, (415) 763-3120.

By the way, I'm still all jazzed up about those wind generators we saw in Mexico that put out 8 amps. My crew member, Hal Lawrence is now excited about them, too. Hal is an electrical engineer on top of being a real creative guy. He is talking with a couple of friends from NASA and a German engineering friend of his who designed the first working wind powered garlic press. We know know that the generating plant is a modified brushless motor of the type used in computer accessories. I think that we will come up with a working model. I have seen the garlic press in Hal's kitchen and it works just fine.



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were immersed in 2 meters of salt water for 2 weeks. At the conclusion of the test, the binoculars were examined and found to be totally intact. The only thing that can get inside is light.

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Jack McKenzie Oakland

Jack — We'd like to hear more about these wind generators.

□ОН ОН

I am writing to hopefully save others from at least one unpleasant experience.

In May 1981 we ordered a custom teak spice rack for our Vinde sloop from Steve Beauchamp of Pacific Woodworking in Manteca. He came to our boat in Stockton, measured the space, and described what appeared to be a perfect rack. He quoted \$60, but being nice people, we offered \$65 to help pay his gas.

When the rack arrived over a month late, it was awful — angles off, large gaps in the joinery, and made with cheap scrape wood. Disappointed, I returned it. He sent it back poorly patched with Plastic Wood. We asked for our money back. Mr. Beauchamp graciously refunded \$45 — keeping the balance for his "trouble". Since it was his abominable workmanship that caused our refusal, and we paid all postage, I fail to see whence his "trouble" came in.

Because of this, I hope others will avoid Pacific Woodworking because he apparently can't delivery what he promises.

Ken & Jan Greenough

Down Wind

Santa Cruz

☐ HEY IRVING!

Request information of where \$8 Almanac's are available (Mr. Irving Fatt, Letters, Vol. 56, February 1982).

Eric Lofgren Oakland

Eric - Us, too!

EXCUSES, RIDICULOUS

If this is late, I plead with you — please keep in mind Portland and points north, the people have trouble with adverse weather conditions — snow, ice, high wind, etc.. It has an effect on ones brain power, it's called brain freez. Until spring we up north operate at least a week behind. Please take this into consideration.

On page two paragraph one "a suggestion to the men"; hell in this day and age how about a suggestion to the ladies, do we men have to put out to get a position on their boat!? I've heard stories about S.F.

Keep up the good work, you put out a hell of a good sailing sheet.

Stephen Feikert

Portland

OUT OF POWER

Your rag is one of the best sailing sheets anywhere. The thing is not only full of useful information, it is also fun to read. You tell both sides of the sailing story, it can be fun or a real pain. I grew up around powerboats but have found sailing to be more enjoyable even if it is wet, cold and more work.

The reason I'm writing is to get on your Crew List. I hope that there is no problem with getting on both the cruising and racing list. The service you provide could only be done by a local publication and I thank you for it ahead of time.

Richard A. Bryant San Jose

It's all in the water at Newport

Newport
Harbor
In-the-water
Sailboat Show

The West's oldest and biggest in-thewater boat show enters its ninth season this month with boats in the water, boats on land and boat equipment all over the place. A floating pavilion has been added to accommodate all of the accessory exhibits joining the 1982 show. A number of boats will be in the under 24-foot category and a demo dock is available for interested buyers. The show is located at picturesque Lido Marina Village on Newport Bay. Admission is \$4 for adults, \$2 for children 6 to 12, under 6 free. Tickets are good for unlimited return visits for the week it was purchased. Show Office (714) 673-9360.

Used Boat Show March 12-14

Sailboat Show March 24-28

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Richard — We bought a little powerboat last year to take sailing photos from. Boy, it was great to scream across the bay. For 15 minutes. What do you do with a powerboat when the thrill is gone?

MAXIMUM EXPOSURE

Your Volume 55 has encouraged me to abandon a normally low profile to make a few comments:

On Phenergan & Sudafed: My wife, and most queasy guests have used the recipe for years — we learned it from Latitude 38 letters about 2 years ago. Works fine, except that 25 mg. is too much for her 105 lbs; the 12.5 mg. tablet is a better dose, along with one 30 mg. Sudafed. Phenergan, I'm told, is given prior to surgery to prevent the patient from barfing on the table; my doctor was happy to prescribe it for sailing.

On the Missing? Radar Tower (South Bay): Yes, the tower has disappeared, but five to ten feet of the original superstructure (3 legs and some crossties) are still in evidence (as of Jan. 23), and it's value as a navaid to us eyeballers is not lost. More significant is the disappearance of the dolphin at the south end of the San Bruno shoal. This structure stood right in the throughfare from Coyote Point to San Leandro and it's loss makes me nervous, especially when the remaining dolphin is exactly mid-shoal. I'd like to encourage the USCG to buoy the south end of that shoal.

On your Crew List and "Female Crew": I just computed the probability that a male skipper filling out one of your crew-wanted forms and specifying "female" (as opposed to "male/female" or "no preference") is not looking for a S.O. (Significant Other) or T.S.O. (Temporary . . .) — my calculator didn't go that low!

Steve Johnson Benjamin M. Johnson Redwood City

Steve — Our only comment on the seasickness remedy is to go easy on the Sudafed, at least until you've had some time to experiment with it. We tried to treat a persistent cold and sore throat with Sudafed and aspirin during the La Paz Race and incurred some strange side-effects we would have preferred to do without.

SOLICITATION

Having now kicked off my re-election campaign, am now beating the bushes looking for finance support. As an avid reader of 38 (land-locked since winning the last time) thought I'd try an Editor Letter to see if your sailors will support a Supervisor who is working statewide to oppose: Offshore oil exploration off of Northern California, the scuttling of spent nuclear subs off Cape Mendocino, the Peripheral Canal; and one who supports clean water for our fisheries and sane coastal management.

As a former crewmember of *Spirit* and skipper of the S/V *Fri*, I'd like to see more people in politics who have had a seagoing perspective after 30 days at sea.

Any help must appreciated; mailed to P.O. Box 746, Mendocino, CA 95460.

Norman L. de Vall Mendocino

DON'T HAM IT WITHOUT ME

In the article 'Apology Gifts', page 143 of January Latitude 38, the most important thing was left out of the caption under the picture of

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- 4. WE CARRY A LIMITED STOCK OF NEW STUFF at real discounts. Almost always below everyone else. How about an Atlantis Fastnet Crew Vest, list \$325, we'll let it go at \$250.00. At the other end, refills for your flare gun, list \$5.77 the three pack, Boaters Friend \$2.50.
- P.S. If any of this strikes your fancy, better cut this ad out and save it. Another way that we save money is that we don't advertise a hell of a lot. Anyway, come on in and see us.

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Pete Sutter with his portable ham rig. It said 'just add battery power' — it should have added an and an amateur radio license. The use of ham radio is a matter of international agreement and requires a license in every country and on the ships at sea. In the United States licensing is done by the Federal Communications Commission. Linda Rettie had the first or novice license when she singlehanded to Japan. This requires knowledge of elementary theory and the ability to send and receive morse code at five words per minute.

To use the maritime mobile nets one needs at least a general license. This requires code at 13 words a minute and more theory.

If I can learn all this anybody can. I didn't know anything about electronics and I'm not an audio learner.

Alway enjoy your magazine as everyone does who has seen it.

Leona Wallace
Yacht Malaga
La Jolla

SOUND OF SILENCE

Being a music lover and a sailing lover, I was particularly impressed with your February 1982 Letters explanation of the grey shaded pages in *Latitude 38*. "The shadings are simply 'soothing zones' for the mind, periodic breaks amidst the relentless onslaught of black and white. We like to think they serve the equivalent of silence in music."

I feel there is a kinship there, with my romantic impression of sailing:

Sailing a boat is like playing a musical instrument. The result though, is motion instead of sound. A silent music.

Bill Andersen Sunnyvale

HAIL COLUMBIA

I pick up your mag. at Cal-Marine — Jantzen Beach (on the Columbia River). The best material in print as far as I'm concerned. Could you write something about really fast boats on the bay — cats & tri's or if anyone is abuilding Syndey Harbor 18's.

Anyway, I'd like the name and address to write to for the Way of the Wind film from Pusser's Rum which our club would be happy to present.

Peter Marsh Columbia Multihull Society Portland, OR

Peter — Check Sightings this issue for the latest in North Californians invading Australia with their 18's.

For the Way of the Wind, contact Chuck Tobias at (809) 494-2467, or write him c/o: Pusser's Ltd., P.O. Box 626, Road Town. Tortola, British Virgin Islands. There's a video version of it on VTS format that you'd probably like to preview before showing it.

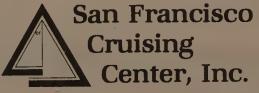
Latitude 38's Letters column has always been an open forum and we intend to keep it that way. But please remember that space is dear, so try and move toward your point at a reasonable pace. Some letters have become so long and lyrical we've had to omit them. Due to space considerations we'll also be editing out the majority of gratuitous remarks about the magazine.



32' Westsail cutter. 1977, custom built, far superior to factory boats. Teak decks, clean and well equipped. Sistership. \$58,000

SELECTED LISTINGS

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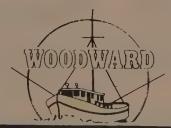
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LOOSE LIPS

Gunsmoke.

Kermit Hollingshead, who keeps his Ericson 27 at Hidden Harbor up the delta, is pretty new to sailing. As he puts it: "I've only been sailing for nine payments now." Nonetheless, he's had an experience most sailors have never had — a wounded mast.

Kermit left Hidden Harbor for a four day trip down to the bay and out of the Gate, including stops at Angel Island, Sausalito, Pier 39. He knew he didn't have either a .38 or .45 bullet imbedded in his mast some 15-inches above the spreader before he left for the trip, but he does now.

The obvious question is where did the bullet come from? If he wasn't sailing near Tom Dreyfus's Your Cheatin' Heart or Bill Clute's Annabelle Lee, it was probably just a wayward bullet from the gun of some hunter.

Self-reliance

One of the big lessons that Andrew Urbancyzk and Lin & Larry Pardey always preach in *Latitude 38* is that you've got to rely on yourselves — not electronic equipment — for the safety and wellbeing of your boat and your body. Last month we came across a powerful bit of evidence to support that philosophy.

A harbor official — at a harbor we promised not to reveal — told us that his harbor was difficult to enter at night because of a tricky jetty and the maze of lights. The Coast Guard boats never had any trouble entering the harbor because they had radar — up until the night the radar conked out. But by then they'd become so dependant on the radar to get in the harbor, they couldn't make it without it. They put their C.G. boat right up on the breakwater.

So, 1.) rely on yourself more than electronic aids, and 2.) don't feel so bad if you put your boat up on the rocks.

Glaring errors.

Last month we printed a letter from yacht designer Robert Perry, which we mangled in such a way he thought made him seem "partially illiterate". What we printed was this: "Based on distribution of interior volume, I think this boat is easily long enough to hang up on the backstay in an out-of-control jibe."

It should have read as follows: "Based on the distribution of interior volume, I think this boat is far too full forward, and too beamy aft and that the boom is easily long enough to hang up on the backstay in an out-of-control jibe."

Our sincerest apologies.

Chock full.

Celestial navigation instructor Franklin Potter noticed the 'Emergency Childbirth' letter on Page 29 of our February edition and wanted everyone to know that Reed's Sailing Almanac & Coast Pilot gives a "concise and practical description of the procedure for those caught with the event at sea".

Reed's is full of stuff like that. You can buy your own copy for \$17.95 at most chandleries.

Franklin had some other interesting things to say, but too bad for our readers, after a couple of days of reconsideration he requested we toss it into the shredder — which we have done.

The crumbling of the northeast.



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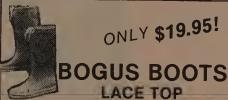
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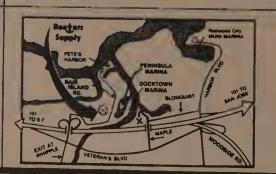


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LOOSE LIPS

Only a decade or so ago folks in the northeast United States fancied themselves to be more cultured, more educated, more sophisticated and generally superior to human life than in all other areas of the Republic. This crock of shit thinking began to develop severe cracks during the first big price increases in heating oil, when chilly Harvard MBA's started dreaming of becoming sunbelt cowboys.

With the economic health of industry in the northeast, folks back up there don't talk so tall anymore and in fact have started to sing some songs of the South. For example, Plymouth Marine in Plymouth, Massachusetts — "immediately adjacent to Plymouth Rock and the *Mayflower*" — just opened up a new marina and boatyard. To proclaim the glories of their new facilities, they claim to have "Florida-style" amenities, apparently the best kind this side of Paradise. What's 'Florida-style'? Well, that means 50 and 100 amp electrical service, telephone and — if Benjamin Franklin knew this would happen he'd have kept electricity a secret — cable TV hookups at every slip, R.I.P. northeast.

Erratum.

Marcine Osborn, who's organizing the April 10th Women's Invitational Race, sponsored by the Island YC, was upset today. The opening sentence in last month's Sightings announcement of the race, which answered the question "Why are these women smiling?", read: "They've just performed the kind of jibe to weather which could lead to winning results..."

Marcine thought our male chauvinism was showing. "That's just the kind of thing that makes women look bad!" she exclaimed. "Of course we wouldn't be jibing to weather."

Of course not. We know that, she knows that and you know that. How that got in there is what nobody knows. Must have been the Artesians.

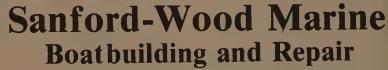
What we do have to take the blame for is the February Calendar listing for the race, however. March 20th is the deadline for getting your entry in, *not* the day of the race. For that mistake we apologize.

After last year's Big Boat Series, when the Islander 36 Gaelic got hung up in the Pier 39 breakwater, it started a pop fad of "shooting the breakwater". We warned you not to get too cute, though, as an error in the narrow passageway could result in real problems.

Such a disaster was narrowly averted just when Leading Lady, Bob Klein's recently acquired Peterson 40, was going for it on a recent Sunday afternoon. Halfway down the pipe, with Pier 39 on one side and the tire breakwater on the other, the spinnaker drawing in the fresh westerly, the crew noticed the gate was closed on the east end! Luckily there was an ebb tide and they had time to jibe over and head up the channel to the back entrance to the marina.

We haven't had a chance to find out why the door was closed. It appeared to those on *Leading Lady* that part of the tire breakwater is loose and in an ebb it blocks the entrance. We thought you might like to know.





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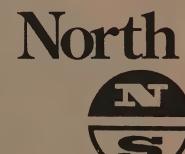
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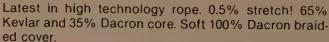
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SIGHTINGS

no impeding allowed

Part of the new inland navigation rules, which went into effect December 24, 1981, have been amended. The "shall not impede" rule has been expanded to include motor vessels less than 20 meters (about 65-ft.) and all sailboats on inland waters. The Coast Guard is also considering designating all deep water navigation channels in S.F. bay and adjacent waters (South bay, North bay, and the Delta) as "narrow channels".

What that means is that if you get in the way of an ocean-going vessel or a towboat with a tow on, you're subject to a \$5,000 fine. If the pilot or sailing master of a ship thinks you're in his way or putting his vessel in jeopardy, he'll report you to the Coast Guard. As far as the Coasties are concerned, they're not interested in slapping out big fines, but rather want to educate the boating public about where the narrow channels are and to avoid collisions and near-misses.

The narrow channel designations are still in the state, and Lt. Cmdr. Rich Brandes of the Coast Guard Marine Safety Office, 1 Embarcadero Center, San Francisco, CA 94111 (415) 556-4511 is interested to know how you feel about it. He needs to know by April 1st.

the sound of two hands sailing

Does the Singlehanded Farallones Race sound lonely? Then try the Bay Area Multihull Associations 3rd Annual Doublehanded Farallones Race, a 60-mile jaunt around the near-tropical islands off our coast. We don't know what the entry fee is, but the race starts at 0800 on Saturday, April 10th; if you don't finish by 0600 on Sunday, you DNF. The relatively early start is to take advantage of slack water so the fleet doesn't get trapped inside the Gate by the 3.4 flood that strikes at 11:40.

Last year's race started off Knox, but this year both the start and finish will be at the St. Francis YC. There'll be six divisions: 1 for multihulls, 2 for ULDB's and 3 for moderate displacement monohulls.

The normal racing rules are slightly modified in this race for short-handed sailing. For example you may pole out two headsails, and if you wish you may use a windvane or autopilot. While the race should be a lot of fun, you should always be ready for a rip snorter outside the Gate in April — so be prepared.

For your very own entry form, write or call Sam Weeks. His address is 1631 Mountain Boulevard, Oakland, CA 94611; his home phone is 547-2037; office is 482-2400. There were some 60 or 70 entries last year and are likely to be as many again this year.

a whole lot of parking

The fourth biennial San Diego to Manzanillo race started off with brisk following breezes on Jan.30, but degenerated into a drifter at the end. Bill Lee's 67-foot *Merlin*, under charter to a southern California syndicate, reeled off three 200-mile days before breaking her boom and running out of wind. *Merlin* still managed to finish first with a time of seven days, one hour, 41 minutes, 28 seconds, a half hour ahead of second place *Christine*, owned by Los Angeles' Fred Preiss.

The small boats in the fleet cleaned up in handicap honors. Sandy Purdon's Nelson 37 Renegade won overall, with Everett DeLaura's Baltic 37 Intrepid second.

Seventh in Class B and 25th overall (out of 35) was Irv Loube's *Bravura*. The blue hulled Frers design led her class and stood fifth overall before the fleet turned the corner at Cabo San Lucas to head east for Manzanillo. It took her nine days to complete the course, running completely out of wind four times. "We did a lot of parking," said Richmond's Kers Clausen, a member of the *Bravura* crew.

planet of

Apparently Apeus Foredeckus just will not die. Below is a drawing of NADA, the Na-



tional Association of Deck Apes, which we tore out of Caribbean Boating and that just

mull's

Joining the ranks of such noted international designing stars as German Frers (Xargo IV, Bumblebee 4, the new Flyer) and Ron Holland (the new Kialoa and Condor), our own Gary Mull has designed his first maxi boat. The 82-ft. Sorcery is currently under construction in southern California, and hopefully will be ready for action in 1983. Plans are for the boat to compete on the maxi-circuit, which includes the St. Francis Big Boat Series, the Seahorse Maxi Series in England, and other races on the Grand Prix circuit.

Owned and being built by Jake Wood, Sorcery will be made from aluminum. Mull favors a longitudinal framing system for this material, with stringers running fore and aft for greater stiffness and rigidity under load. The boat will measure 66.46-ft. on the waterline, with a 19'9" beam and a draft of 12.5-ft. She'll displace a hefty 75,500 pounds and her stick will tower over 100-ft. into the air. Her IOR rating will be 70.0, the maximum allowed

SIGHTINGS

the apeus

goes to prove that the phenomenon is certainly not restricted to local waters.

However there is no doubt we have the most spectacular Apeus foredeckus in the world as evidenced from the photo on the following page. Steve Catillo took the photograph, but it's John Racanelli of Coaster at Coyote Point who describes the action:

The enclosed photo is of a subspecies of that currently popular animal enigma, Apeus foredeckus. The specimen shown is of the subspecies italiano, commonly found in and around the SF bay and given to open displays of foolish bravura and idiotic antics when females are present. Seen here aboard Schuss Bunny, a Ranger 33 out of Point Richmond and skippered by Bruce McVae, specimen has just noticed several females in cockpit area. It was making its way aft, intermittently screeching in a banshee-like manner said to attract fertile females.

Unfortunately this could not be substantiated, as slackening winds caused skipper to call for "chute!" and Apeus sp. was last seen at outboard end of pole clearing a fouled sheet while hanging by its teeth.

maxi

It will take a crew of about 20 to sail the boat, and the deck has been designed for maximum efficiency. In fact, it'll look a lot like a 12 Meter. There'll be dual steering wheels and separate cockpits for the grinders and tailers. By linking the primary and secondary winch pedastals, Mull has figured out a way to enable eight guys to grind at once. (That tops Kialoa, which recently figured out how to get five guys going in unison.)

Down below, Sorcery will be stripped out for racing, with 18 pipe berths. There'll be two large passageways port and starboard which will double as storage for the 40-ft. long sausage genoa bags. Mull spent considerable time on the galley in order to assure that the crew would be well fed. He's also working out details for an owner's stateroom.

"If the guy owns an 82-ft. boat," says Jim Donovan, who works for Mull, "he deserves something."



SIGHTINGS

keeled over

This is the time of the year when a lot of boats are out of the water getting fixed up for the summer. It's interesting to note that some of them are not only getting new paint jobs, but in the case of these two boats, *Canadian Robin* and *Montgomery Street*, they're getting new keels as well.

Why the sudden urge for such radical surgery? That's what we wondered, too. It seems putting new keels on old boats is the "in" thing to do these days. There are several reasons for it, but basically it's to upgrade the performance of the boats without paying too stiff a penalty in IOR ratings. It's also cheaper than buying a brand new boat.

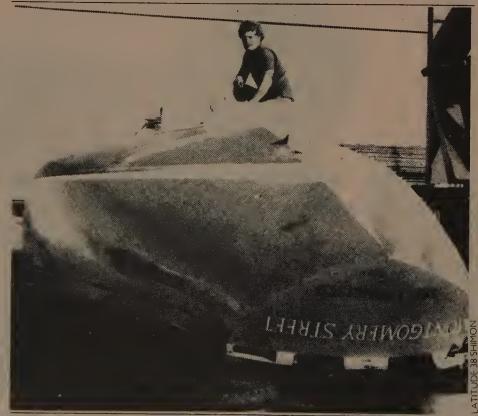
Remember a few years ago when everyone was bitching and moaning about how terrible it was that in order to be competitive in the IOR you had to get a new boat every year? Well, the brass of the International Technical Committee (ITC), like Oakland's Gary Mull, realize they'd better do something else.

Part of what they did is give older boats an allowance for their age, which meant they could still be competitive as they got older. One of the best examples of that locally is *Amateur Hour*, Bob Klein's "mature" Santana 37. *Amateur Hour* has won the past three IORDA B division titles in a row, due mostly to fine sailing, but also aided by the old age allowance.

So now that older boats have a fighting chance, owners are thinking twice about selling their craft. Buying a state-of-the-art racer means robbing a bank or selling the house to finance it. That leaves finding a way to optimizing their present boat. You can't alter the hull and keep your old age allowance, but you can change the rigging, rudder and keel.

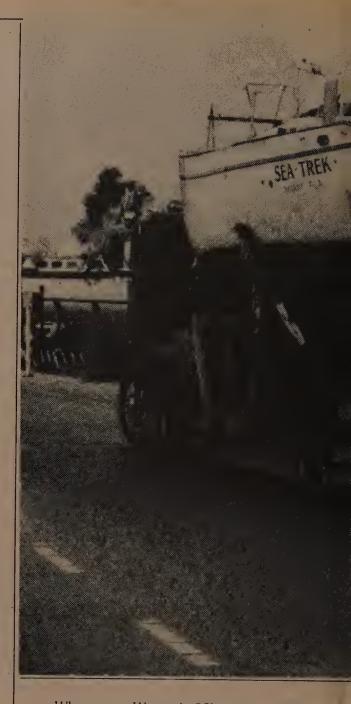
Montgomery Street is a Cal 40, designed in 1963 and built in 1965. Ellie Dowd, the local Cal dealer, used hers as a demonstrator on the bay before Jim and Dave Denning bought her in 1969. She's been on six TransPacs and a host of Mexico races. They brought her into Richmond's Cal Coast Marine for the keel change, where Don Peters took over.

Don sliced off the old keel, a monstrous fin, with a skill saw and then pick-



ed the boat up and turned it over onto four 55-gallon drums like a big dinghy. It's easier to work with the boat that way. After constructing a fiberglass foil stub on the bottom of the boat, they flipped it again and bolted

cont'd on next sightings page



Who says Westsail 32's are slow to weather? \cdot .

spring

The Encinal YC is hosting a two-race 'Spring Race Series', with races to be held March 27 and April 10 off the Alameda Naval Air Station.

Racing will be done using the PHRF formula, and since yacht club membership is not required, this is an ideal opportunity for first-time racers to get out on the course. It also is a great chance for all you bay racers to get two tune-ups in before the season starts

spring

The Islander 28's and Islander/Bahama 28's will kick off the season with a race/cruise on March 20 & 21. On Saturday there'll be a race around Treasure Island with a 1:30 start at the mouth of the Oakland Estuary. Tom Hughes, I-28 race chairman, has the details at 545-2603 (work) or



Certainly not these two Chips.

quickie

just a few weeks later.

The series fee is \$10, and you can get an entry form from the Encinal YC, 522-3272, or Bill Wahl, 792-6454.

Incidentally, the Encinal YC wants all sailors in the bay area to be cognizant of the fact that the Friday Nite Twilight Races begin on May 21; you can call the same folks for entry information on that also.

race/cruise

376-7365 (home).

After the race there will be dinner and entertainment, followed by brunch at Berkeley's Marriott Inn on Sunday. Call Arden Howell. cruise chairman, at 349-5966 (work) or 254-4558 (home) for those details.

keels - cont'd

on the lead, which formed the remainder of the foil.

The new keel is pretty much a standard, modern IOR keel, many of which are based on something called the NASA 65 series. The new foil increases the boat's draft from 5'8" to 7'. The boat's righting moment, trim and plane of flotation all remain the same, but they had to change the engine's shaft and prop. The net result is that *Montgomery Street*'s rating will *drop* 3/10s of a foot, which is a pretty good deal.

Canadian Robin, built in 1972 and designed by east coast legend Ted Hood, will also lose about 3/10s of a foot with her new keel, and perhaps as much as 5/10s of a foot as a result of some other changes. She's owned by Nevada's Peter Marble and took 3rd in last year's IORDA C division.

Gary Mull did the design work on the new keel. He took several different modifications and plugged them into a computer program he calls VPP, Velocity Prediction Program. Based on what the computer told him would be the fastest one, he chose that configuration for the new foil.

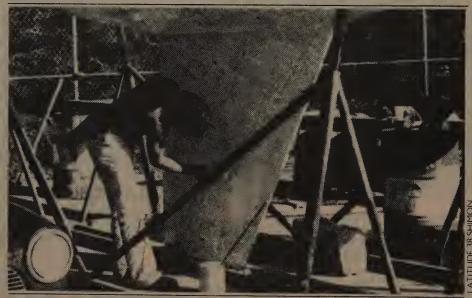
Mull says the old keel was of the "whale's fin" type, which sweeps aft. The new one is more vertical and should deliver more lift while sailing upwind. It's also a couple of thousand pounds lighter and exposes less wetted surface area, which should help downwind.

The keel-redesign business is brisk, according to Gary. His office did three or four last year and are currently working on another four or five. Their biggest success so far is a Ranger 32 called *Asylum* from the Great Lakes. Evidently, since her new keel was added, *Asylum* has been sailing a blue streak across the Midwest.

contid on next sightings page

keels cont'd

Another local designer who's doing his share of keels is Larkspur's Bob Smith. He's already done a couple of Santana 30's, including new rudders,



Canadian Robin.

and a new keel for *Hippoposterous*, a boat he designed several years ago. Currently he's working on a keel for a Morgan One Ton. As a rule, Bob says, the new keels are thinner and more vertical.

How much does a keel job cost? Well, according to Bob it runs from \$4,000 to \$8,000, depending on the size of the boat. The tab for *Montgomery Street* is in the \$15,000 to \$20,000 range, but that's because they had to change the engine shaft and prop. Even so, if you consider a new boat might run you anywhere from \$100,000 to \$200,000, it's still a bargain. We'll see how the changes effect the standings as the racing season unfolds.

reagan the most clever politician?

Some have portrayed President Reagan as a nitwit, a minor intellect, a washed-out actor, and a voodoosian economist. However there is evidence — in the form of his 'user fee' program — that he's really a very, very shrewd politician. The suggestion is made that he's merely feigning with the 'user fees' to achieve a greater goal, 'much the way the old gipper feigned with his leading leg on the grinder. But before we get into all that, let's have a word about 'user fees'.

Everyone is aware that Reagan has proposed a budget in which all government branches, except the military, will have very large budget cuts. That means as part of the Department of Transportation, the Coast Guard's budget will also be cut. To make ends meet, the U.S. Coast Guard is proposing that services be cut — such as the closing of the VTS center on Yerba Buena Island (Volume 56, February, Sightings) — or eliminated and that new funds be generated.

The President would like you, the boatowner, to come up with much of those funds in the form of 'user fees'. And folks, we're not talking about any \$5 and \$10 fee action. Along the coast, where presumably most of the C.G. budget is spent, the assessment per year would be as follows: \$110 for boats between 16 and 26-ft.; \$200/year for boats between 27 and 40-ft.; \$400/year for boats between 41 and 65-ft.; and, \$600/year for boats over 65-ft.

What you're 'using' that the President wants a fee for is navigational aids and rescue services.

The commercial boats would be hit even harder. Small fish boats would be assessed at about \$2,000 a year, the big tuna clippers about \$20,000 a year.

cont'd on next sightings page

it couldn't happen here,

The New York Times recently ran an article on boat buyers in New York who register their boats in Delaware to avoid their own state's sales and use taxes. Delaware has no sales tax. It seems boat buyers from Connecticut, Maryland, Florida and Georgia do the same thing.

What upsets the New York State Commission of Investigations is that they figure they're losing between \$4,000,000 and \$10,000,000 a year because of this scam.

The Commission heard from a Long Island boat dealer, who claimed the practice is

6th annual

For the last five years, one of the most enjoyed races on the bay has been the Annual Colin Archer Memorial Races. Now the race is not open to everyone, you must have a Colin Archer-type double-ender, be it a sloop, cutter or ketch. Such boats include Tahiti ketches, Ingrids, Westsail 32's, Rafiki 37's, Hans Christians and the like. For many owners it is the only time during the year that they race their boats, and everyone is really jacked up, competitively speaking, for about 5 minutes. Then it breaks out into good fun that lasts most of the night.

Once again this year the Encinal YC has agreed to host the event to be held on April 17th. The race starts off the Berkeley Pier, and the fleet will sail around Harding Rock, Blossom Rock, then to a mark off Angel Island, and finally down the Oakland Estuary to a fine line directly in front of the Encinal YC. Because of the friendly nature of the event, spinnakers and genoas over 150%

latitude 38 quiz

There are many islands in the sun. Can you identify this distinctive one? If you can't, find the correct answer below the 'notes' space.

JS9W

Anacapa Island, as seen from the south-

at least not without oregon

widespread and considered "normal" in the industry. In fact, he said, if he wouldn't arrange for documentation in Delaware, prospective clients would go to a dealer who would.

"In all honesty," the boat dealer said, "there was some doubt in my mind as to why it was legitimate, but it was so widely used, everybody was doing it." The dealer's clients included several wealthy lawyers and local politicians, although he declined to name them in his testimony.

colin archer

are prohibited.

The end of the race, however, is just the beginning of the Colin Archer festivities. Everyone is invited to raft-up for the night at the club, and a no-host cocktail party begins at 1700 followed by a "medium-priced" no-host dinner a few drinks later.

The entry fee is \$12, used to buy trophies for the overall winner, the first wood boat to finish, the top three boats in each of the five divisions, and participation plaques for all.

Each year this event has gotten better; last year there must have been 65 entries. The moral is that if your boat qualifies, call either Bill Wahl at 792-6454 or the Encinal YC, 522-3272 right away for your entry form. Do it today.

As was the case last year, there will be a separate start for Freya 39's, who don't really meet Colin Archer standards but like to have fun anyway.

SIGHTINGS

politician cont'd

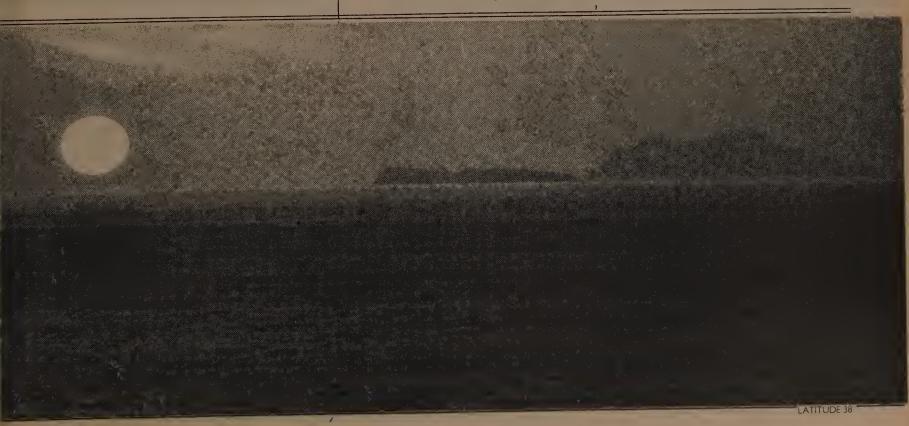
Now mind you at this writing these are only Coast Guard proposals on how their budge can be balanced. Nonetheless, the C.G. hopes to be able to present a concrete program to the Congress by the middle of March. Boatowners will be encouraged to know that the President must have Congressional approval for such fees, and that in the past Congress has shown very little inclination to support them.

The 'user fees' for Coast Guard services are just one example of such fees that would affect the boatowner. The Department of Commerce, for example, is the branch of government that produces the nautical charts which currently sell for about \$5 each. The Department of Commerce proposes charging \$39 per chart, claiming that that's what it really costs to produce them (that's not a typo, that's \$39). Then you have the Army Corps of Engineers, who are saying that unless 'user fees' aren't instituted for their services, much of the work that needs to be done on harbors and waterways next year will not get done. Wire service stories mentioned Redwood City, Sacramento, Crescent City, Morro Bay, and Santa Barbara as local spots that would be affected by the Corps' inaction.

Now on the surface, the user fees may look exactly like compulsory taxation for services you don't want, don't think are needed, and are currently performed in the most post office-like (i.e. 'careless and inefficient') fashion. However, a source who was close to the President — he stayed in Goleta while the President vacationed at his Santa Barbara ranch retreat — says that that's only how its supposed to appear.

This source, who asked not to be identified, told *Latitude 38* that Reagan is confident that once sailors — and other proposed victims of 'user fees' — find out how much the respective government agencies have been spending to provide services, they will fly into group hysterics. After calming down, these 'user groups' will doggedly see that legislation is passed to reduce or eliminate the services provided by the respective government agency. For example, the Coast Guard would be legislated part or completely out of any longer having to do with pleasure boating. Whatever services the 'user groups' really want and need would be contracted out to far less expensive and more efficient private enterprise, and thus Reagan will end up with what he really wanted to achieve in the first place, his long time goal of a smaller government with less presence in everyone's life.

Now what do you think of that?



a swinging time

Not only has Australia replaced Hollywood for great motion pictures, but it seems the rock 'em, sock 'em style of the Old West has also found its way Down Under as well. Recently two groups of bay area sailors ventured there for championship regattas. Not only was there plenty of action on the water, things were pretty hot onshore as well.

At the International 18 World Championships, held in Sydney Harbor, several San Francisco sailors participated. Top Yank boat was *Celeste Pizza*, steered by Tiburon's Trevor Bayliss and crewed by brothers Will and Zan Drejes. Close behind in the 27 boat fleet was Sausalito's Vito Bialla in *Bowater Tutt*, who ended up 17th, and Tiburon's Jeff Madrigali, with Mike Turner crewing, finishing 20th on the *PAD/Coors* entry.

Winner of the Worlds for the sixth time in a row was Color 7's lain Murray, who has also won the two Aussie 18 regattas held here on the bay in the last two years. Murray was pressed closely by Kevin Wadham in Lyasight Colorbond, followed by Peter "Zorro" Sorenson on Tia Maria and John Winning on Mitchell Cotts. Turner reports that Wadham had a real shot at winning the regatta, only to have Murray win the last race and take the crown again. Murray officially retired from 18 racing after the series.

Both Turner and Bialla reported that sailing in Sydney Harbor was a trip. There were over 200 boats racing in different classes on the weekends and more than 5,000 spectator boats. Women sunbathe topless on the cruising boats and provide a delightful distraction to racing. Ferry boats, jammed with bettors, power right alongside the 18's, yelling at the sailors to go faster.

The series was hard on both the boats and sailors. The newer 18 hulls, made by Murray, weigh only 128-lbs. and have lots of carbon fibre in the hull. That makes them very light and fast, but also very easily damaged. American Cam Lewis, forward sheet hand on KB, was part of a \$5,000 crack-up when the boat's rudder sheared off, the hiking racks tore off and the mast broke as the boat cartwheeled forward. There were also numerous collisions between contestants. Trevor Bayliss had to withdraw from one race as a result of a crash with another boat.

But it wasn't only hulls and spars that were making contact. Fist fights are an integral part of the Aussie 18 sailing scene. The most spectacular flare-up occured when Peter Sorenson's *Tia Maria* hit a mark. The two crewmembers got into an argument as to who was to blame and the next thing you knew they were slugging it out in front of thousands of spectators. Skipper Sorenson pulled the two apart, but not until one had broken his hand and the other suffered a wound requiring ten stitches. They pulled themselves together and then went on to win the race!

Onshore the action was also brisk. The Americans found a bookie who would take even odds on the Bengals at the Super Bowl, bet heavily on the 49ers, and made a bundle.

Not all the Aussies were that kindly towards our boys, however. There was one Aborigine ex-boxer, described as "twice as big as Ron Anderson" (Sausalito's hefty boatyard owner and Star crew) who was well soused one evening and wanted to fight five Yanks — at once. Vito Bialla made the mistake of being in the guy's range and received a "King's Crown", a sucker punch to the jaw. Luckily, everyone else made it out alive.

We would have expected the American-Australian Cup, sailed in 6 Meters off Newport, 35-miles away from Sidney, to have been a more staid event. It seems there was a fair amount of controversy there as well.

John Bertrand and his crew aboard *St. Francis VII* won the series, four races to one. The losers were Australia's Frank Tolhurst aboard *Arunga VI*. Consensus was that the Aussies had a faster boat upwind, but weren't as well prepared as the Americans.

St. Francis VII actually led across the finish line in all five races, but was DSQ'd in the second heat for pumping. How can you pump on a 32-ft.,

cont'd on next sightings page

powered by

As Latitude 38 readers know, O'Neill's is a big name in Santa Cruz yachting, with a



chandlery, a big boat dealership, and the whole works right on the beach. What you might not know is that O'Neill's is really really big — and has been for 20 years or so — in surfing equipment, especially wetsuits.

Unlike yachting, surfing doesn't worry too much about pro-amateur distinctions, and so O'Neill sponsors several professionals on the tour and generates other publicity hoopla in-

playboy

Playboy's March centerfold is a comely lass by the name of Karen Witter. One of her primary passions, if we are to believe the editorial copy that accompanies her photo layout, is sailing. "I like being on the ocean away from people," she says.

What caught our eye, besides the obvious, was the description of her passage from Newport Beach to Hawaii on the 44-ft, sloop, Luthien. These are not Karen's

palm trees

cluding — if we understand this correctly — a group of cheerleaders for their team.



Anyway, this hopped-up van is the Team O'Neill truck. It's got great big tires, all kinds of off-the-road junk for chasing waves in Baja and attracting attention, a great paint job, and all that jazz. But what made the truck really distinctive in the Dana Point Marina parking lot was the two plastic palm trees in the back, looking all the world like a set of Hawaiian tailpipes.

goes to sea

words, but written by one of the *Playboy* philosophers:

"Two weeks on the Pacific is not a Sunday sail. On a well-equipped boat with an experienced crew, the odds of making Waikiki Harbor change minute to minute with the whims of the sea. At best, it could be boring: at worst, fatal."

Doesn't seem like much point in going out there at all.

swinging time - cont'd

9500 lb. boat? Well, if you've sailed Lasers as long as the crew of Paul Cayard, Ken Keefe, Bill George and Steve Jeppeson have, you figure out a way.

According to Jeppeson, it was blowing 18-25 in the second race with some great waves for surfing. The Aussies were pretty far back, but they claimed they counted *St. Francis VII's* main fanning at a rate of 25 pumps per 35 seconds. Now that's pumping!

Some of the Aussies were upset about these tactics and one evidently took matters into his own hands on the dock afterwards. There is an unconfirmed report that one of the big brass on the Australian 6 Meter side, who was pretty loaded at the time, took a swipe at *St. Francis VII* syndicate head R.C. Keefe.

When asked about the incident, Keefe said it wasn't true. "Never happened," he said. "Don't believe everything you're told."

We don't.

yet another retort

Robin Roderick, a 'staff engineer' at Foremost McKesson was kind enough to send us an article from Food Engineering magazine on the trials and tribulations of marketing retort packaged foods. We've discussed retort pouch packaging in these pages several times previously, it being the process by which a limitless number of tasty dinner entrees can be kept for up to two years without benefit of refrigeration or preservatives.

We've tried Kraft's a la Carte retort meals and found them to be fair to excellent, depending upon the entree selected. But no matter how they taste, their convenience — just heat them in boiling water for 5 minutes — will make them of value to anyone cruising on the wild blue. Singlehander Doug McNaughton took some ITT Continental Kitchen retorts through his Atlantic hurricane and prounounced them to be "excellent". To date, retort pouch entrees have only been test marketed in these United States, and the article Robin sent to us explains the problem in going to nationwide distribution.

Its author, Food Engineering's Midwest Editor, explains that the biggest problem is getting the basically conservative American housewife — who is so used to canned and frozen foods — to even try something different. Magic Pantry is not only the biggest producer of retort foods in the western hemisphere, but is a Canadian company that has had great success marketing retorts in Ontario and British Columbia chains such as Safeway, Woodware's, and Super Valu. According to their estimates, it would require \$30 to \$40 million in advertising to get the American housewives to give the product a fighting chance.

Robin agrees that it's tough: 'My company (Foremost McKesson) has experienced repeated difficulties in bringing new products to the marketplace. If there is not a strong feeling of acceptance of the new product, the large companies like Kraft will not invest the many, many millions of dollars required to bring the product to full scale fruition."

However, judging from a February 18th article in the Wall Street Journal, Kraft's a la Carte's seem to be meeting with "very positive" acceptance. The giant foodmaker recently decided to make Portland, Oregon their sixth test city for retort pouches. If things go well in Portland, Kraft will add another test city, and if the results are also positive there, Kraft retorts could go into national distribution by 1983.

The Journal article went on to report that several other major food companies are considering test marketing the pouches also, including: R.J. Reynolds (whose Del Monte subsidiary bought ITT's Continental Kitchen process but has yet to gone into production), General Mills, George Hormel, and Nestle's Stouffer division.

If this happens, you can bet your stuffed peppers that a whole menu of

cont'd on next sightings page

retorts - cont'd

new entrees will be added, since most anything can be retorted. In certain areas of Canada, for example, Ukranian Cabbage Rolls are a great hit with those who have ethnic ties to the Ukraine. Other industry sources say that bakery goods are on the retort horizon.

Yes, but does this do anything for the refrigerationless sailor who is halfway across the Pacific and lusting for a glass of milk? No. However another packaging process being tested by Coca-Cola and Borden Foods might. The process is called 'asceptic' packaging, and uses foil-lined cartons in such a way that its contents need not be refrigerated. A Louisville dairy cooperative plans to offer milk and flavored milk in such cartons later this year; you can already get milk in such containers in Baja. It lasts for two months without refrigeration — until it's opened, of course.

At any rate, the days of hardtack and lentils seem to be giving way to Lemon Chicken entrees with Angel Food Cake dessert, washed down with 'fresh' milk — all brought to you through another of the miracles of modern-chemistry.

if you don't fix this boat, i'll sink it!

Last December's story on the Nunes Bros. Sausalito boatyard told of the present sad state of *Zaca*, the 127-ft. schooner built for banker Templeton Crocker in the late 1920's. After a world cruise and several scientific expeditions, *Zaca* was sold to actor Errol Flynn, who carried on in grand style aboard the boat for 15 years until his death in 1959. After that, it was downhill for the stately yacht.

For the past 16 years, Zaca has whiled away the time in the French boatyard of Chantier Naval Voisin in the town of Villefranch Sur Mer, which is 3-miles from Nice and 15-miles from the Italian border. San Francisco surveyor Jim Jessie was there in January doing a job and had the chance to check Zaca out.

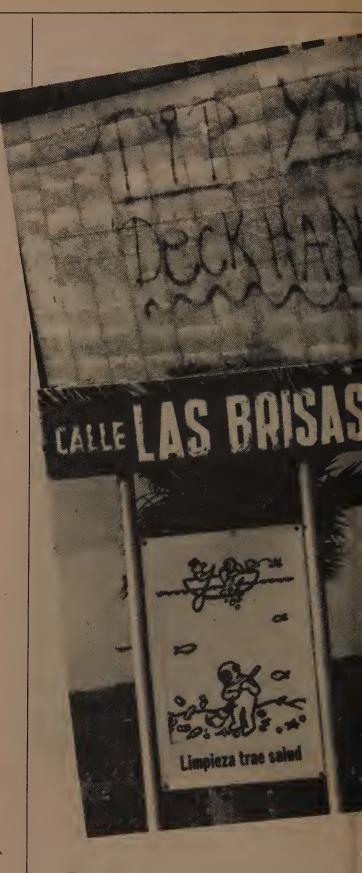
Jim reports she's really in sad shape. The floorboards are all gone and the interior plywood is peeling away. There's mold and rot all over everything. The basic interior is still there, as is the busted Caterpillar diesel. Also intact is a green bathtub located amidships on the port side. One presumes that



bathtub could tell many interesting tales.

Jim says Monsieur Voisin, the 75-year old owner of the yard, has kept the boat afloat by replacing 400 meters of planking over the past five years.

cont'd on next sightings page



During a little run down south as far as Ensenada last month, we came across some great signs.

In Channel Islands there's a big brick wall that faces all the boats entering the harbor. Spray painted upon it in huge letters is the message: "Don't forget, tip your deckhand and thank your crew." It's probably intended for the captains of sportfishing boats, but you never can tell with the uppity sailing crews around today.

Down in Marina del Rey we were checking out the transient facilities when we kept seeing the same sign, obviously posted by the city. It read "Have a Nice Day". Since it was posted next to the other park regula-

zaca cont'd

Voisin estimates it would take 8 million francs, or about \$2 million to restore the boat to cherry condition. That includes electronics and sails.

Voisin's position is that he won't sell the boat, he'll only fix it up. If no one comes up with the money soon, he's going to tow it out to sea and sink it!

Jessie added that Villefranch Sur Mer, which resembles Sausalito as a harbor, is chock full of luxury yachts. In the winter, no one uses these boats, many of which are well over 100-ft. long. The reason they congregate there is because Voisin's yard is the only haulout facility around.

"There's a lot of petrodollars and old European money there," said Jim.

saoirse means "freedom"

Steve Stock and his son, also named Steve, are the skipper and first mate of Saoirse ("Share-sha"), a 23-ft. Atkin's Little Dipper sloop. In Gaelic, Saoirse means freedom, and both Steves know a great deal about the subject, especially about being free at sea. Father Steve has been a bmw (boat maintenance worker) and delivery skipper for the past 25 years. Son Steve



has been to 30 countries and has stood his own watch since the age of eleven.

Last June they bought Saoirse with the idea of taking off on an unlimited cruise. "I want to go someplace warm," says father Steve. They're fixing the boat up in Alameda at Stone's Boat Yard. They recently pulled the engine

cont'd on next sightings page



tions, we presumed the city council passed legislation prohibiting folks from having a bum day in the park.

But the best signs of all are in Mexico, and the best of the best are their 'picture' signs. One shown here depicts some guys rowing in the harbor and dumping trash on top of a deep-sea diver who is sweeping up the harbor floor with a broom. You certainly can't argue with the sentiments expressed; but the unfortunate and ironic reality is that most Mexicans simply don't make the distinction between a garbage dump and a harbor. Progress is being made in that direction — the 'belge' sign in Puerto Vallarta is a good example — but it's taking time.





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soairse - cont'd

and plan to turn the space it occupied into an aft-cabin for young Steve.

Father Steve is now in his fifties, and his brown hair is greying slightly. He spent the first half of his life as an east coast preppie, going to Columbia and getting an MA. As a kid he grew up sailing on Chesapeake Bay. He got into the restaurant management business and at one point ran the L.A. Playboy Club and later the Seattle Space Needle restaurant.

Chasing the almighty dollar, though, eventually got to him. He decided he needed to change his lifestyle. In 1967 he quit his \$25,000 a year job and started selling boats. Fortunately he got in on the southern California boating boom and eventually stashed away enough to buy his own boat and charter it in the Caribbean.

His wife went on the Caribbean junket, but when they sold the boat and returned to California, it was obvious they both wanted different things out of life. So Steve went to sea and his wife and newborn son stayed in West L.A.

Steve has covered a lot of miles since then. He'd done over 12 TransAtlantic deliveries. 18 Florida to L.A. passages, and at least 30 trips up the coast to Seattle. His last command was Free Spirit, a 76-ft. double-ended cutter. He captained the boat during the last five months of construction in southern California and then delivered the boat and its owner to Florida.

Young Steve also has a considerable amount of salt water in his veins. The day after he was born in Seattle, his parent went sailing with William Garden, the noted designer. Garden had a special sailbag made up for the infant so he could go sailing, too. Young Steve first walked on a boat; it took him another month to learn how to do it on land.

After spending the first ten years of his life with his mother, young Steve wanted to go to sea with his Dad, and the two have been together the last six out of seven years. While young Steve's formal education may not equal his contemporaries, his father points out that he has pretty well rounded schooling.

"He knows celestial navigation," says the father of his blond, handsome offspring, "and all the math incumbent therein. He can speak Spanish. He's been to 30 countries, so he's familiar with their geography and history. The one year he went to high school he took things like English and weightlifting. I don't see much value in that."

Currently young Steve is helping his Dad fix up *Saoirse*. Father Steve still takes on an occasional delivery job to generate cash. They live very simply, eating whole grains and simple foods. At sea, their budget runs about \$150 a month. They eat fresh fish and local veggies, and they don't indulge in expensive drugs.

"What I've found." says father Steve, "is that you have to be either very rich or very poor. It's the middle man who pays the freight in our society. We're basically living a pre-industrial lifestyle."

All of their worldly belongings now reside in a sail loft near their boat. When they're ready to pack, they'll number them, starting with the most important as number 1. They'll keep loading the boat until they reach the waterline and they'll sell the rest of the stuff. From there it's off to points south. As father Steve says: "If you're in a hurry, take a plane."

cultural hour

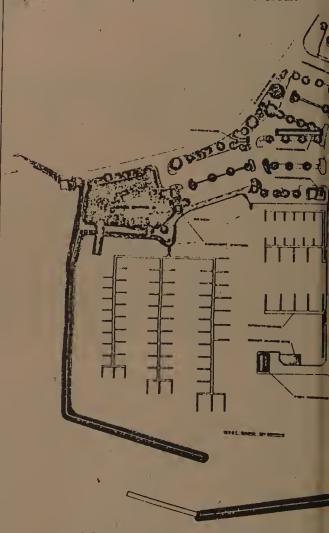
Lighthouses are such interesting subjects that many books have been written about them. Why even country singers like Waylon Jennings croon about them when they run out of stuff to say about pickup trucks, whores, and cowboy hats: "Just like a lighthouse you must stand alone and mark the sailors journey end, no matter what sea I've been sailing, I'll always come this way again."

Actually, lighthouses have been around a lot longer than cowboys.

cont'd on next sightings page

pillar point

The State has approved a half a million dollar loan to the San Mateo County Harbor District for the construction of Pillar Point Harbor on the northern end of Half Moon Bay. This will become the only ocean harbor located between San Francisco and Santa Cruz when completed in 1983. The break-



water and 300 slips should be ready by that time. Eventually there will be 440 commer-

sailing

The S.F. Bay Chapter of the Oceanic Society has three remaining sailing seminars, to be held in March. Unfortunately, we didn't get the notice until now, so we couldn't tell you about the February 24 evening with Peter Sutter talking about "Sail Selection and Sail Trim for Performance". You also missed Rex Schleiger's March 3rd presentation on "Weather for the Mariner".

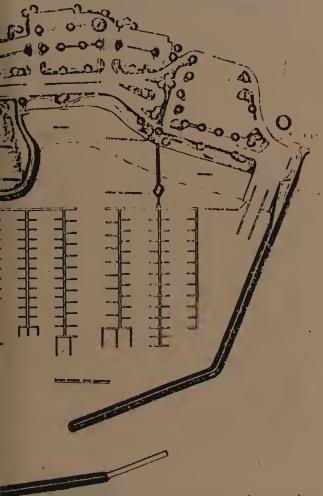
But don't despair. You can still go for Carol Pratt's "Buying Your Own Boat" on March 10. Carol is an experienced boat seller and will examine the steps needed to find and finance the right boat for you.

On March 17, Kame Richard, an East bay sailmaker, will spend the evening discussing

harbor

cial and recreational boat slips, an inner breakwater to protect against surge, parking, launching facilities, fuel dock, sportfishing facilities and other commercial developments.

The bad news is that the slips are spoken for and there's already a waiting list.



And just in case you're wondering, the funds for Pillar Point and other State-funded boating facility projects come from the gas taxes paid by boaters.

seminars

"S.F. Bay Tides and Currents". Kame will use photos taken at 60,000-ft. over the bay to reveal the mysteries of the ebbs and floods.

And finally, there's Channing Ball's March 24th presentation on "Racing Rules and Protests". Channing serves on the St. Francis YC's race and protest committee and has managed many regattas.

The March 10th and 17th events start promptly at 7:30 p.m., while the March 24th evening starts at 7:00. All the seminars will be in Room 210, Building E at the Fort Mason Center, San Francisco. Each one costs \$5.00. For more information, call 441-5970.

cultural hour - cont'd



Historians generally agree that they were a natural development of the beacon fires which priests maintained in ancient Egypt. References to lighthouses are found as early as 600 B.C., although the most famous lighthouse of antiquity; Pharos of Alexandria, was built a little after 300 B.C.. Fabricated by Sostratus of Cnidus, it is widely acknowledged to have been one of the wonders of the world. Although there are some who claim it was as much as 600-ft. tall, most authorities cast the same kind of doubt on that notion that is currently reserved for Reaganomics.

cont'd on next sightings page

lighthouse - cont'd

By the first couple of centuries after the death of Christ, the Romans had erected lighthouses in what is now England, France and Italy. By the year 800, a light was built at Cordouan, an offshore rock in the Gironde estuary, the first light to be built detached from land.

Up until the 18th century, the light source was braziers in which coal or wood fires were burned. Then in 1763 the first lighthouse to use oil lights reflected off parabolic mirrors began functioning in the Mersey at Liverpool. In the next few years there were many developments to make the lights visible farther out to sea.

Lighthouses have historically served one of two purposes. Either they function as periodic 'highway markers' along heavily travelled shipping routes, or else they warn of specific dangers like reefs or outcropping rocks. However in modern America lighthouses have taken on a third purpose, that of alerting hungry citizens to eating establishments. Such examples are the Lighthouse Coffee Shop on Bridgeway in Sausalito, Tom Ham's Lighthouse on Harbor Island in San Diego, and the Orange Julius hot dog stand at Fisherman's Village in Marina del Rey.

Most sailors know that lighthouses are identified by the characteristic of their light. Some have fixed lights, visable from 360° or maybe on certain sectors. Others have lights which flash, occult, fix and flash. The characteristic of a hot dog stand lighthouse is usually blinking neon.

scratched

If you were planning to match race against Commodore Tompkins this March on the Berkeley Circle or sail alone around Cape Horn next winter, you'd loetter make other plans. Both events have been postponed a year.

The Berkeley YC's Challenge Match Race series, which was scheduled for March 27 & 28, suffered from too little time to put it all together. The fact that all the invited skippers, like Tompkins, last year's winner Dennis Durgan, John Bertrand, etc., were all busy that weekend also put a damper on things. The event has been rescheduled for March or April of 1983.

The Cape Horn singlehanded contest, also called the Cape Horn Clipper Race (because it retraces the route of the clipper ships) was also a victim of too little lead time. On January 25th, the organizers, the Expedition Marketing Group (EMG) announced their starting date for the race had been put back from October 23, 1982 to October 22, 1983.

There were three reasons given for the delay in a letter from EMG's director, Jake Stout. One was that the competitors needed at least a year to prepare for the race, which will require about six months of food and supplies (the race is non-stop from New York to San Francisco, some 14,000-miles). The entries need the time to prepare their boats, sail the qualifying distance and find sponsors.

The second reason was that the race itself was still lacking a sponsor to pay for prize money (\$25,000 for each of the two division winners and a price for first to finish), public relations and advertising.

And third, the race will be filmed by Chris Knight (who did the 1980 OSTAR film, American Challenge) and his New Film Company. Knight also needs at least a year to get everything ready to turn out a first class documentary.

Eleven singlehanders had signed up for the Cape Horn Race, including France's Guy Bernardin. Czecholslovakia's Richard Konkolski, and England's R. Michael Ellison, all OSTAR veterans. The American's included OSTAR veteran Jerry Cartwright, director of the Society of Lone Offshore Sailors (SOLOS): Gerald Hood, a 40-year old solo veteran who circumnavigated in Summer Wind; John Kretschmer, who just wrote a textbook on celestial navigation for his sponsor, the Navigation School; Washington State's Bill Nance; Frank Shirley; Joan Connors, one of two American

cont'd on next sightings page

master

It's not too early to start planning for the 1982 Master Mariners Race, which will run on May 30th this year. The regatta is open to pre-World War II designed and constructed yachts, or post war boats of the same design or construction (subject to approval of the race committee). The race has drawn over 100 boats for the past two years, with entries as small as the dainty 22-ft. *Rejina*, to the massive 67-ft. *Shearwater*.

The race committee is also seeking spon-

free

The College of Alameda's Spring Quarter offers three free courses of interest to sailors. The first is 'Oceanography', covering such topics as reef formation and reef life, poisonous and dangerous sea life, etc. The 'Seamanship' course teaches you what you need to know before heading out in your boat. Oceanography is offered on Tuesday evenings, Seamanship on Wednesday evenings.

Also offered is a Monday night course in advanced celestial navigation, covering moon, planet and star sights — which is also a great review course for you experienced navigators. And wait! There's even a 'Coastal Piloting' course which meets on

marine

There'll be a marine swap meet on March 13th, starting at 0900 hours, sponsored by the Point San Pablo Yacht Club. Participation is free and you can buy, trade or sell

race bridge-

If you've ever wondered what sailing on a river is like, you might want to check out the 1st Annual Carquinez Straits Regatta on Sunday, March 28. The race course will be between the Carquinez and Benicia Bridges—the tide through there moves along smartly.

The regatta will have several divisions; keelboats 30-ft. and over, keel and swing-keel boats under 30-ft., catamarans, center-boards over 14-ft., centerboards 14-ft. and under, and one-design classes. PHRF will be used for keel boats and USYRU Portsmouth Yardstick will apply for handicap catamaran

mariners

sors for the race. For \$90, waterfront businesses can fly their flag onboard one of the entrants, as well as a ride aboard the boat.

All inquiries should be directed to Suzanna Abbott, 1524 California Street, San Francisco, CA 94109. Please include a self-addressed stamped envelope for their reply. Sponsor checks can be made out to "Master Mariner's Benevolent Association."

college class

Tuesday and Thursday evenings and teaches you about dead reckoning, lines of position, and other techniques to keep you off the rocks.

Looks like they've got every night of the week covered but Fridays, but that's okay — Fridays are for other things. For registration information call the College at 522-7221. The Quarter starts March 31st.

If you can't wait to learn celestial, O.E. Barton will be giving a three-month course, starting March 10th, at Contra Costa College. A neat thing about this is you'll be working in the planetarium with a simulated night sky. Call 235-7800, ext. 224, for complete information. It's also free!

swap meet

your boating gear. Free coffee for the early birds. PSPYC is located at 700 West Cutting Boulevard (also called Highway 17) in Point Richmond. Call 233-1046 for more info.

to-bridge

and centerboard racing.

If you pre-register before March 19, it'll cost \$5.00; the fee goes up to \$7.50 after that. All keel and swing keel boats must preregister by the 19th. Call Colleen Hemus of the Diablo Sailing Club at (415) 938-3054 or Judy Bobaricken from the Benicia Sailing Club at (707) 745-1642.

Racing starts at noon and there will be separate courses for the keel boats and the catamarans and centerboarders. The launch ramp is free and there's an adjacent park overlooking the race course for spectators.

scratched - cont'd

women in the 1980 OSTAR and currently the only grandmother signed up for the Cape Horn race; and John Hunt, one of America's foremost monohull sailors.

For those of you who now have a chance to reconsider entering this contest, you can reach the Expedition Marketing Group at their main office, P.O. Box 306, Westport, CT 06880; in California at Suite D, 427 North Camden Dr., Beverly Hills, CA 90210; or that noted yachting community of Kathmandu, c/o: Kamal Pokhari, P.O. Box 1338, Kathmandu, Nepal. The cable there is "Sherpahuts".

so long, russell

Russell Long's *Independence* campaign for the 1983 America's Cup has withdrawn from the competition. Their early departure came about after losing trial horse, *Courageous*, to Tom Blackaller's *Defender* syndicate. Without a suitable training partner for the summer of 1982, Long and the members of his syndicate felt they couldn't keep up with Dennis Conner and Alameda's Blackaller, both of whom will conduct intensive tune-ups this year.

Long, the young, handsome heart throb of the 1980 campaign, was saddened by the decision. With the experience he and his crew had gained in *Clipper*, he felt they could have given the other two defense candidates a real battle. However, without being able to test sails, spars, gear and crew at least as long as Conner and Blackaller, Long knew they'd be in deep trouble.

"I don't want to have to play catch up again with Dennis Conner," he said. Long's *Clipper* was runner-up in the 1980 defense Trials off Newport, R.I.

The Independence syndicate's problems started after Dave Vietor, owner of Courageous, switched camps. Vietor and Long, according to Russell, had signed an agreement saying that both of their boats would be available to the syndicate. The plan was to use Courageous as the trial horse for Clipper until the syndicate took delivery of their new boat.

Sometime after that agreement was signed, Vietor got a better offer from the *Defender* syndicate. Long got a temporary restraining order issued and the whole thing looked like it would be a legal mess. The New York Yacht Club, organizers of the America's Cup, didn't want the publicity of a trial, so pushed for and got both sides to agree to arbitration. The arbitrator ruled that he felt it was in the best interest of the America's Cup not to force Vietor to sail with Long.

"It was real clear that Dave didn't want to sail with us," says Long.

There has been talk of Vietor entering Courageous, the boat Ted Turner won the Cup with in 1977, in the Trials. According to Long, though, that doesn't sound like a good idea.

Not being part of America's Cup won't slow Russell Long down. He's moving into the communications business, a popular sideline for defeated 12 Meter skippers. (Ted Turner likes it better than ocean racing.) He's in the process of licensing an FM radio station in Massachussetts as well as a VHF television station in the Midwest.

Long's departure leaves Conner and Blackaller to battle it out. These two have been banging heads in the Star class for years, each winning the world championship more than once. Tempermentally they are worlds apart. Conner is quiet and almost shy, while Blackaller is mercurial. Dennis relies on out-preparing and out-practicing his opponents, while Tom relishes actually being in the competition.

At least two locals will reportedly take part in Blackaller's campaign. They are John Bertrand, who has successfully followed Blackaller's footsteps in the 6 Meters, and Conn Findlay, who was a major force in Ted Turner's Courageous victory. Blackaller's North Sail loft in Alameda also just recently expanded to accommodate making 12 Meter sails, so it looks like America's Cup fever has finally touched the bay area.

ROLLER

ALL PHOTOS BY LOUIS KRUK

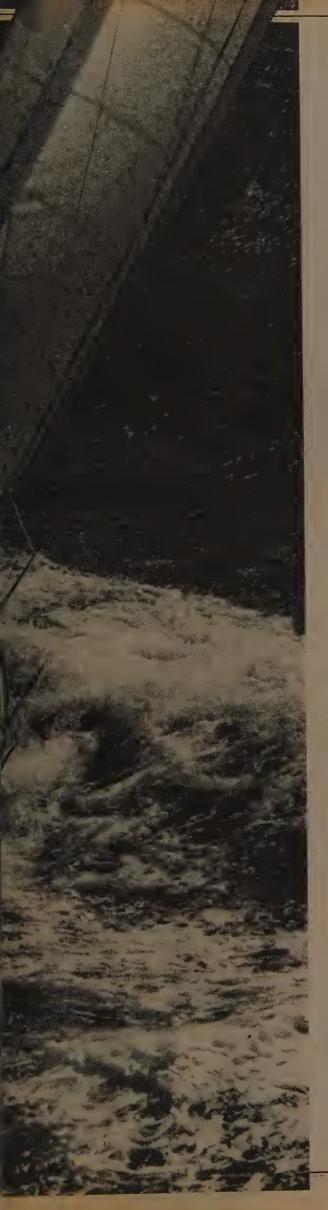
Indians have their gathering of tribes, Harley freaks have their bike week, auto racers have their Indy 500, and IOR racers have their Southern Ocean Racing Conference. Each February the nation's gung-ho racing elite gather for the 6 race midwinter festival, sailing in the (usually) warm waters off the coasts of Florida and Nassau while the remainder of the nation freezes and Circuit veteran Ted Turner films commercials featuring Fidel Castro.

Last year's Circuit was a disasterous session in which the word 'cheating' was finally uttered out loud. The top three finishers, Louisiana Crude, Williwaw, and Acadia, were all stripped of their titles after the series concluded. The respective owners of Williwaw and Acadia, Seymore Sinnet and Burt Keenan, had their boats DSQ'd for measurement infractions and have since been banned from racing for up to a period of two years. Louisiana Crude was altered before she could be remeasured, but nonetheless was eliminated from the Circuit standings. The boat's co-owner, Tom Dreyfus, has

Typical S.O.R.C. boatowner. At right, Bill Power's **High Roler**.







COASTER CIRCUIT

since filed a \$5 million action against the USYRU, claiming he was not given due process

Whatever, Dreyfus returned to the Circuit this year. He brought along a red-hulled Frers 41, Your Cheatin' Heart, complete with a tape measure painted on the side of the hull — presumably the paint job and name are jabs at Circuit officials. For many years now Dreyfus has been yacht racing's most colorful character; his exploits now legendary. This year his schtick included wearing a telephone strapped to his leg presumably to counterbalance the pistol he wears on the other leg. His T-shirt read: "I'm Crude, but Humble", and the ensemble was topped by a baseball cap which said: "Caution, Coon-Ass in Area." Exactly what that means is unclear to us, but in a racial powderkeg like Miami, it probably warrants his wearing both his guns.

For all his controversial behavior, the grey-bearded New Orleans boatbuilder is a relentless sailor and a careful observer. On the subject of this year's Circuit, he said the boats measured this year — like his — have been overly scrutinized in comparison with those measured before last year's flap. He suspects it costs the average new boat half an IOR foot in rating. Dreyfus' point may be valid, because the older boats — which according to his theory had been more favorably measured — have been doing very well. The best evidence is right at the top.

In Class A, two of the early races were won by Running Tide, Al Van Metre's S&S 60-footer. Also creating a lot of excitement with her fine showings was the much-loved Windward Passage, a 72-ft. sloop built in 1968 and recently purchased by William Johnson of Atlanta. Johnson's rerigged her



Above, Locura trails another boat to weather

Benefiting from the old age allowance, Passage gets substantial handicap time from state-of-the-art maxis such as Jim Kilroy's Kialoa and Bob Bell's Condor of Bermuda. Kialoa took line honors in the first two races, but was unable to shake Passage on corrected time, a trend that's continued through the Circuit. One fellow suggested this must infuriate Kilroy, who supposedly has spent years building boats trying to beat Passage. As a matter of thrift, he figures Kilroy should have purchased Passage years ago and burned her.

Much time and money goes into Kialoa, tweaking her up to get every possible bit of speed from her 81-ft. hull. A new grinder station, for example, was added, now allowing five men to trim a sail at once. But that's just a minor move in Kilroy's never ending



with a quadruple-spreader Stearn's mast, a new Peterson keel, and a bunch of her old crew. As we go to press 5 of the 6 Circuit races have been sailed, and Class A is a tossup between Passage and Running Tide.

quest for 'perfection. Already waiting at Derektor's Florida boatyard is a new titanium rudder to be fitted at the conclusion of the Circuit. Titanium was banned from masts as an 'exotic' material, but there's nothing on

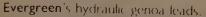
ROLLER COASTER CIRCUIT

the books against using it in rudders. Reportedly the titanium rudder will save 200-lbs. "at the cost of a Cessna 452".

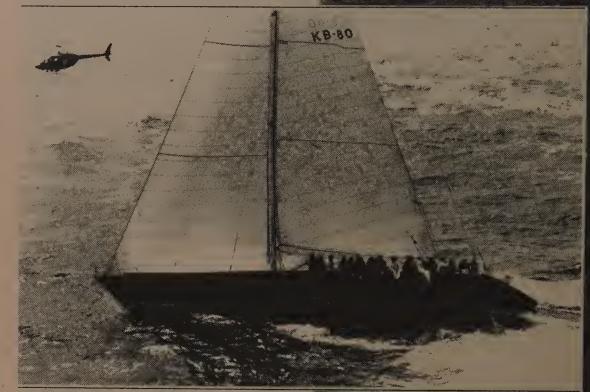
But it is men, not machinery and money, that win races, and some participants feel that this time around Kilroy's normally excellent crew faltered a bit. Hoisting the wrong sails, missing a navigation mark — little errors like that combined to hurt already slim chances of overcoming her handicap.

Of course you have no chance at all if you're not on the course, and that's been Condor of Bermuda's problem. Bob Bell's boat arrived at Ft. Lauderdale on a freighter in the middle of January to meet her new Hood spar, having been without one since before last summer's Sardinia Cup. But there simply wasn't enough time to make the Circuit's first two races on Florida's west coast.

Since joining the action Condor's been nip and tuck with Kialoa; and, her southern California helmsman, Dick Deaver, is said to have been getting the better of Kilroy at the starts. But this may all change during a







Above, Condor dwarfs a helicopter. Right, Kialoa on the move.

special *Kialoa - Condor* match race to be held just before the final Circuit race. For this event Kilroy is bringing in America's Cup winner, Dennis Connor. It's expected to be a nearly even battle although dockside consensus gives *Condor* a slight edge downwind. Of course this was before the bottom 3-ft. of her rudder dropped off.

Another notable maxi at the Circuit is Huey Long's Milgram-designed *Ondine*, a boat that's had problems from the moment she touched water. Her problems continued in Florida where a collapsing mast step circuitously lead to a broken gooseneck, a broken outhaul car, and eventually a broken boom and ripped main. But after all that, she's begun to show signs of life, and had a good Miami-to-Nassau race.

A new boat showing little or no life at all Stu T Little, a 58-ft. Chance design with one of the few new fractional rigs at the Circuit.

Because this is not an Admiral's Cup year, the fleet was down to 65 boats, relatively few of which were new. But many of the good new boats gathered in Class B. With just the Nassau Cup remaining, Dave Fenix told us in a telephone interview that his Frers 51. Retaliation, had "just about sewn up Class B." Retaliation is really something of an all-American effort; charterer Fenix is from Belvedere and the San Francisco YC; most of the drivers and braintrust like Dennis Conner, Ron Love, Dennis Durgan, and na-



vigator Ben Mitchell, are from down south; the muscle comes from back east; and, the boat's real owners are from the northeast. Going into the Miami-to-Nassau Race, *Retaliation* was second in the entire SORC fleet, but a small boat race killed her fleet aspirations for fleet honors.

Much of Fenix's competition was expected to come from Don Green's Canadian entry, Evergreen. The Frers 45 was getting help' from those irrepressible innovators sailmaker Lowell North and sparmaker Tim Stearns as well as northern Californian Chris Boome. In the Ocean Triangle Tim and Lowell must have pushed too hard or innovated too far, because Tim's glued spar



came tumbling down. But they bounced right back to win both class and fleet honors in the Lipton Cup. There weren't many serious innovations at the Circuit this year, but Evergreen had one of them — are you ready for hydraulic genoa leads? We didn't think you were.

With Evergreen's mast knocking them out of contention, second place honors were in the hands of another new boat, Arthur Emil's Peterson 51, Artemis. They in turn were pushed hard by Bla Carat (Burt Keenan's old

Acadia) in the hands of Swedes. Fenix



ROLLER COASTER CIRCUIT



reports the foreign entries were particularly good this year because several countries were using the Circuit as a crew tune-up for the 1983 America's Cup.

A foreign boat that had been part of the victorious English Admiral's Cup team, Victory of Burnham, was sailing particularly tough — albeit disputedly — to lead Class C. The controversy was 1981 all over again, with suspicions over the validity of the 44-ft. Dubois-designed masthead sloop's 33.1 rating. A protest of her certificate was finally lodged, and Trevor Bailey's boat must now be remeasured after the Circuit. If her certificate is found wanting, Bill Power's Holland 43, High Roler from Newport Beach, is poised to take over Class honors. Many local sailors will remember this welloiled machine as the outstanding performer in last year's St. Francis Big Boat Series with five straight bullets. Roler is one of several boats benefitting from a new, wider keel.

Class C is also home to a host of Serendipity 43's, a design looking to take the Circuit for an unprecedented 3rd straight year, but having a tough time. Included in this group is Monroe Wingate's Scarlett O'Hara from the Metropolitan Oakland YC. She's lead by Tom Blackaller, who had apparently driven Crude to victory last year, and other locals including Kenny Keefe, Paul Cayard.



Above, Clay Bernard, navigator of Your Cheatin' Heart.



A philosophical Blackaller; some years you win, some you don't.

Alameda sparmaker David Hulse, as well as Jimmy Pugh from Peterson's design office.

What's wrong with Scarlett? Well the unusually fine weather has been a real problem for everyone. It's been one of Miami's warmest winters — with days in the 80's and nights in the mid-70's — but the winds have generally been light and unpredictable. The most heavily-weighted St. Pete/Ft. Lauderdale race was described as big a crap shoot as a Golden Gate YC midwinter. According to Fenix this year's Circuit hasn't been as much a test of traditional sailing skills and tactics as it has a test of guessing the weather. Thus no one boat has dominated any class with a string of bullets, and many big name boats have been turning in poor performances.

But Scarlett's biggest problem has been footing. Owner Wingate required 14 stitches to close a coral induced wound in his foot, and then Jimmy Pugh set sail for the hospital after badly spraining his ankle from falling off a sidewalk. One observer said they looked like they'd been scrimmaging instead of sailing. A second in the Miami-to-Nassau Race was their best performance.

For Blackaller there is at least the consolation that 'Hard to be humble' Dreyfus, his teammate last year on Crude, wasn't doing much better with Your Cheatin' Heart—despite Great Fun's Clay Bernard's services as navigator.

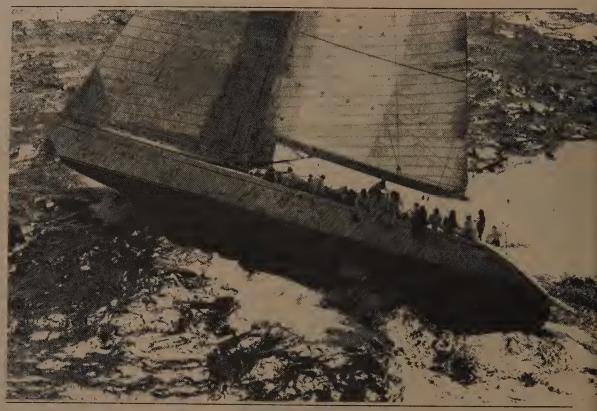
Class D was home to some surprises.

ROLLER COASTER CIRCUIT

Local Dee Smith sailed on Ted Irwin's — of Irwin Yachts — older Razzle Dazzle, and was very close to the top of the fleet standings, after walking off with the Ocean Triangle Race. The women will be glad to hear that young Anne Gardner attacked the Circuit again this with year with another all-women crew, including a navigator from France. Sailing a moderately worn out Cook 41. Black Star, they were holding on to 6th of 16 boats in class. A good performance.

Class E was no slouch for surprises either. Leading the Circuit fleet after 5 races was the smallest of the 65 boats, Karl von Wendt's little 33-ft. *Right On.* Bill Clute's 10-year old Ericson 39, *Chiquita* took class in the Ocean Triangle, at the hands of now longtime owner Millard Ripley.

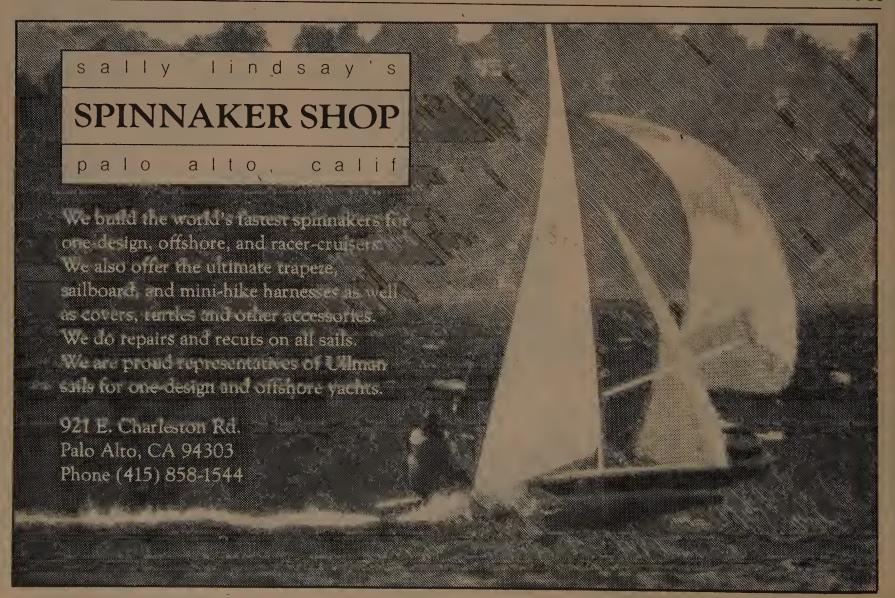
But leading them all in typifying the roller coaster nature of the 1982 SORC was Mark Wood's aging Peterson 35, Redeye, Wood



lovingly restored the boat after buying it from the Naval Academy and proceeded to finish dead last in the fleet for the first race of the Circuit. He pressed on, however, and ended up first in fleet in the Circuits' biggest race,

the 370-mile St. Pete-Ft. Lauderdale Race. As he told Eric Sharp of the *Miami Herald*, "It's feathers one day, and chickens the next." And so it was.

- latitude 38





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ROGER PAINE

For Roger Paine, insurance broker, Vietnam vet, and father of two sons, competing in the June 19th Singlehanded Race from San Francisco to Kauai represents a big moment in his life.

"I see it as a final exam," says the 38-year old, brown-haired Paine. "I'm going to find out if I'm as good a sailor as I think I am."

Roger has been thinking about, dreaming of and planning for this race for almost three years now. It started shortly after he bought the used Cal 2-34, Maltese Falcon. With two very young sons and a wife "who refused to go OUT when the sails were UP", he found the idea of singlehanding intriguing. Combine that with his lifelong ambition to sail to Hawaii and it's easy to see why he chose this

When the starting gun goes off on June 19th, Roger will join some three dozen or more other solo sailors. All will have in mind getting to the finish in Hanalei Bay safely. Some will want to get there faster than anyone else. Roger will definitely be prepared to complete the trip in good shape, even though he may not be experienced enough to set any records doing it.

If singlehanded sailors can be characterized as serious and purposeful folks who revere their sailing as others might a religion or a political party, then Roger Paine qualifies. His brown eyes are soft, yet he carries himself with a certain amount of reserve. He is quick to make a joke, but he rarely laughs. He speaks of his fellow singlehanders as the finest boat handlers and seamen he's run across, and feels he can trust them in any situation. He likes the idea of being able to handle himself on the water, and he admires that quality in others.

Roger Paine was born in San Francisco and went to school in Albany. He toyed around in El Toros as a kid, but didn't really start to sail until he was in the Army.

He spent six years in the service. As a Ranger, he saw duty in Korea and Vietnam. He was wounded seven times in Vietnam, and the last one — a bullet that shattered his thigh bone — eventually led to the end of his career. Luckily the doctors were able to save his leg, but he was shipped back to San Francisco to fly a desk.

While at the Presidio, Roger bought a 13-ft. Flying Junior dinghy and sailed it out



Roger Paine.

of Presidio Yacht Club, next to the north tower of the Golden Gate Bridge. His favorite sail was to head dead downwind to Alcatraz, tack in the lee of the island and beat back to where he started. After six months he was able to complete the circuit without capsizing

 $oldsymbol{1}$ is next boat was a Columbia 26, which he recalls buying one hung over morning after a terrific drunk. He sailed that boat "a long time". After retiring from the Army in December of 1970, he joined the Hartford Insurance Company in L.A. and commuted north on the weekends to go sailing.

"I was really living the bachelor's life," he says, "and I was having a ball!"

After meeting his wife Kairyn, the commuting soon stopped and within six months the boat was up for sale. A year later he switched to working in a San Francisco brokerage and relocated to the bay area. He crewed for friends for a few years, but then bought Millenium Falcon, a Columbia 7.6

Meter in 1977. By then he had two sons, Brandon and Mark. Roger did some family sailing and raced the boat as well, and was pleased to see Brandon, the eldest, grow into a competent sailor in his own right.

In 1979 Roger bought the Cal 2-34, which he calls "one of the last boats Bill Lapworth put together with real care". He appreciates the forgiving qualities of the boat and even though it wasn't designed for singlehanding, he figured it would serve his purposes quite

f I he reaction of everyone around him when Roger announced his plans to race to Hawaii alone were somewhat negative. "No way, Jose!" he remembers Kairyn saying. She argued that he couldn't even find his way to San Francisco without a road map! Roger told her there was plenty of time between then and the start of the race for him to chicken out.

But as far as Roger cared, the die had been cast. "Once you make up your mind," he says, "the rest just follows." He found that

SOLO SAILOR

when Kairyn and the kids realized he was serious, they became his staunchest supporters.

Roger was well aware of the huge costs involved in such an undertaking, and he was not above seeking out sponsors. He wrote many letters to anyone he thought could donate money, time or equipment. That group included sailmakers, chandleries, insurance companies and breweries (he figures about 20 cases of suds would get him across the pond).

Responses were slow in coming. None of the insurance companies would entertain such a notion. They wouldn't even insure a boat sailing to Hawaii, let alone one going singlehanded! Chandleries and sailmakers for the most part were also tight-fisted. "They wouldn't consider sponsorship unless I owned a famous boat, or was related to Ted Turner," he says.

He did strike paydirt with one sailmaker, though. One of Roger's client's was an attorney for Neil Pryde, the international sailmaker with lofts in Hong Kong and Eire. To Roger's surprise and great delight, he asked for and got a complete set of sails: main, jib, 2 genoas, drifter, and 2 spinnakers. He figures that's about \$10,000 worth of sails!

Since then, Roger has been amazed at the support he's received, even down to the chandlery owner who donated a \$5.95 block. He's been offered a single sideband radio with labor thrown in free from one company, and Magnovox even offered to give him a free SatNav. Unfortunately, the rules don't allow him to use it during the race.

Re-rigging Maltese Falcon has consumed much of his time. He's led all the control lines except the main halyard back to the cockpit. The only time he needs to go forward is for sail changes. He's re-caulked and re-sealed everything. All the fittings are either oversized or secured with extra care. Everything that can be duplicated has been.

"The only thing I can't replace," says Roger, "is the mast."

The one weak point Roger's aware of presently is navigation. He's studied with San Francisco's Jay Varner and Oakland's

Mike Makarounis, but the "exact science" of celestial navigation still eludes him.

"Taking star shots and sun sights (or is it the other way around?) are not really that hard," he says with tongue in cheek. "You shoot the celestial body (one you can identify readily) with a sextant, run below and find out what time it is at Greenwich, England, and compute a line of position from a set of the most complex, confusing books I have ever seen in my life!"

Roger is also a little short of actual time spent singlehanding offshore out of sight of land. His big adventure so far was last year's Singlehanded Farallones Race. It was rainy, windy and lumpy and Roger thought the

Roger's Maltese Falcon.



ROGER PAINE

whole thing was pretty crazy, actually. He listened in on other skippers conversing on the radio and they kept saying "just follow the sea birds". The only problem was, Roger didn't see any birds at all.

After his wind vane broke, Roger worked at balancing the helm by sail trim. He knew the distance from the Lightship to the Farallones, but he didn't know how long it would take. He got so cold he started dancing around the cockpit to the sounds of country and western tunes on the radio. It was at that point that another boat appeared out of the gloom and the skipper just stared in disbelief at the dancing singlehander.

rinally, Roger saw a huge mass of something up ahead. He figured it must be the the island, so he rounded it and headed back. He's still not sure if he went around the

Farallones or a ship or something else, but at that point he didn't really care.

When Roger finally dragged himself home just before dawn, he was met by his kids and Kairyn for a champagne celebration. They also presented him with a trophy engraved with the words "Most Perservering 1981".

"I keep that trophy in my den," he says. "It's one of my most prized possessions."

As of the middle of February, Roger was just about ready to go. He still needs a liferaft, which he's budgeted for, and he has to complete his 200-mile qualifying sail. That will come in March, when he'll simply sail out past the Farallones for half the distance then come back.

Having been in several life threatening situations in the Army, Roger is familiar with danger. He admits it's worse to get shot at, but going out alone in a storm still evokes

fear. He plans to eat well and pace himself during the race, and not to get too strung out. His doctor has told him to quit smoking and start jogging, both of which he has yet to start doing.

Roger considers the singlehanded TransPac one of the two or three most important things he's done in his life. He has no plans to sail solo after the race, and he anticipates it will be one of his personal shining hours. Already he has discovered an immense satisfaction in planning and preparing for a major challenge, and he has been warmed by all the support others have demonstrated.

Ultimately, he looks forward to "that great feeling of crossing the finish line and saying to myself: 'You really did it - all right!'

- latitude 38 - svc



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CREW LIST

This is it, folks, the 1982 Latitude 38 Crew List. Well, it's not all of it. See we had this problem, the problem being that so many people responded that if we printed everything the entire issue you're holding in your hand would have looked exactly like a telephone book. And that's a look we don't go for.

So what we've done is print 273's of the categories this month. This includes the lists of men and women looking to crew on racing boats, and the list of people with racing boats who are looking for crew. Also running this month are the list of single men and women looking to go daysailing with singles; and, the list of folks who generously offered to take singles groups out on their boats.

What's not getting published this month? We are not printing the list of cruising boats looking for crew; nor are we printing the lists of men and women who are looking to crew on cruising boats. Those lists will be printed next month.

We know this will crush some dreams temporarily, but give us a break. This "brilliant" idea of ours has caused our typesetter to go blind, three proofreaders to quit, the typesetting machine to talk back, the Sausalito Post Office to hate our guts, and if we had a dog he'd hate us, too. And what the heck, we're doing — or not doing this all for free!

Let's review The Big Rule of these lists. The Big Rule is that everybody on this list has agreed to absolve Latitude 38 of any responsibility for any and all misfortune that may arise from being on this list. Exactly the same thing holds true for anyone making use of this list. You take full responsbility for whatever happens to you.

What does this mean? It means that if you get on a racing boat from this list and the boat sinks and you die, it's your own fault because you carefully evaluated the risks and consciously made the decision to go ahead with the opportunity.

It means that if you go sailing with a group of singles from this list and end up marrying a guy who's not really single, well that's your fault, too.

It means that if you get some racing crew from this list and they drive your brand new boat into the south tower of the bridge, that's your own fault. Everything is your own fault, absolutely everything!

Catch our drift? If you can't handle the responsibility of accepting the consequences of your decisions, don't participate. That goes for you ladies, too. If you're not sure you can handle situations with men, you should join an organized sailing club. Don't make use of this list.

MEN TO RACE

Our first category is the list of men looking to crew on racing boats. We'd hoped to include some comments the men sent in and a little analysis of the responses, but there's just no room for it. We're going economy this year; you get the code, the list of names, and that's it!

The code is easy to understand. M. Barnstopper, 33, 555-1234, wants 1.4 / in 2 / has 3 / will 1.2. This means that Marvelous Malcomb Barnstopper is 33 years old, his phone number is 555-1234, he wants to sail on the bay and to the Clipper Cup in Hawaii, he prefers boats over 30-ft., has mucho experience, and will do bottom work/maintenance as well as go to the top of the mast.

Got it? If you don't, ask the person next to you to help you out. A tip: don't call the first person on the list because that's what everyone will do. We recommend you tape the list to your garage door and throw a steakknife at it. Phone the nearest readable number. If nobody answers, skip down three numbers and dial again. And so

Ready? Go!

Code

- 1 = In the bay.
- 2 = In the ocean.
- 3 = In the TransPac (July):
- 4 = In the Clipper Cup (August).
- 5 = To Mexico (Nov. '82-Feb. '83)

They prefer:

- 1 = Boats under 30-ft.
- 2 = Boats over 30-ft.
- 3 = Dinghies.

For experience they have:

- 1 = Little, less than one full season.
- 2 = Moderate, 2 full seasons or more.
- 3 = Mucho, years and years.

They will:

- 1 = Help with bottom and other maintenance.
- 2 = Go to the masthead to retrieve the halyard
- 3 = Navigate because they have experience.
- 4 = Do foredeck.
- 5 = Play boat administrator, go-fer, and bust their asses for the chance.

Pat Anderson, 28, 236-3244 Robert Bargsten, 33, (916) 383-6445 Kent Rogers, 30,(h)526-1596 Lou Fox, 40, (916) 756-8297 Kermit Hollingshead, 38, (916) 967-9261 wants 1,2 / in 1,2 / has 1 / will 1,2,5 Mike Heiner, 23, 897-0539 Jonathan Jefferies, 37,960-0537 Dick Conner, 40,775-3396 John English, 32, 934-5197 Mark Porter,27,(w)392-6794 Rodney Blacklock, 42,531-4875 Andy Harris,27,469-7992 David Sherrill, 25, (408) 255-2831 Fred Gramberg, 35, (w) 442-6519 Dean Dietrich, 39,854-5222 Jim Galsterer,35,(707)823-9320 Don Morrison, 49, 787-2389 Doug Richard, 23, 751-1762 **Stephen Merrill**,37,689-8336 Jon Naviaux, 36, (213) 592-2436 Ron Rosales, 33, (408) 257-8365 Roy Breiman, 20, 821-4488 John Appleton, 36, (916) 381-0927 Paul Larson, 25, 388-1150 John O'Hearn, 29, (w) 561-8663 Chris Clark,34,(w)928-1300x320 Bob Temen, 27, (w) 757-2661 Michael Parrett,29,(w)285-9488 Richard Kellum, 30, (206) 297-3955 **Andre Levy**,22,845-2769 Stuart Evens, 25, 897-2533 Donald Schmahl, 43, (w) 261-5000 Rob Milligan, 25, 964-4494 Ronnie Herndon, 30, 471-0580 James Castelli, 27, 451-4691 David Dudley, 26, (408) 377-8270 Curt Muehl, 46, (w) 965-6431 Mike Tayler, 17,680-1543 David Cence, 20, 846-5043 John Wardle,47,(w)(408)299-2334 John Payne, 28, (916) 929-3076 Steve Shank, 35, (w) 622-8999 David Stanley, 35, (w) 421-8232 Tom Pillsbury,26,563-8792 John Moreau, 38, (w) 486-5521 wants 1,2,3,5 / in 1,2 / has 2 / will 1,2,3,4,5

Robert Myers,40,(w)494-1165x1606

wants 1,2,3,4,5 / in 2 / has 2 / will 1,2,4,5 wants 1,2/in 2/has 1/will 1,3,5 wants 3,4,5 / in 2 / has 3 / will 2,4 wants 1,2,3/in 2/has 2/will 2,3,4 wants 1,2/in 1,2/has 1/will 1,2,5 wants 1,2/in 1,3/has 2/will 1,2 wants 1,2,3,5 / in 2 / has 3 / will 2,3,4,5 wants 1,2 / in 1,2 / has 1 / will 1 wants 1,2,3 / in 2 / has 2 / will 2,4 wants 1,2,3 / in 1,2 / has 1 / will 1 wants 1,2 / in 1,2 / has 2 / will 2,4,5 wants 2,3,4 / in 2 / has 2 / will 1,2,4,5, wants 1,2/in 2/has 1/will 1,2,4,5 wants 5 / in 2 / has 2 / will 1,2,4 wants 1,2/in 2/has 2/will 1,2,4,5 wants 3,4,5 / in 2 / has 3 / will 1,2,3,4,5 wants 1,2,3,4 / in 1,2 / has 1 / will 1,2,3,5 wants 1,2 / in 1 / has 1 / will 1,5 wants 2,3,5 / in 2 / has 3 / will 1,2,3,4,5 wants 1,2,3,4,5 / in 2 / has 1 / will 1,2,3,4,5 wants 1,2,3 / in 1,2 / has 1 / will 1,2,5 wants 1,2/in 1,2/has 1/will 1,4,5 wants 3 / in 1,2 / has 2 / will 1,2,4,5 wants 1,2/in 2/has 1/will 5 wants 1,2,3,4,5 / in 1,2,3 / has 3 / will 1,4,5 wants 1/in 2/has 2/will 1,2,3,4,5 wants 1,2,3,5 / in 2 / has 2 / wil 1,2,4 wants 2,3,4 / in 2 / has 3 / will 1,2,3,4 wants 1,2 / in 1,2,3 / has 1 / will 1,2,3,5 wants 1,2,5 / in 2 / has 3 / will 1,2,3,4,5 wants 2,3,4,5 / in 2 / has 3 / will 2,4,5 wants 1,2,3,5 / in 2 / has 3 / will 1,2,3,4,5 wants 3,4,5 / in 2 / has 1 / will 1,2,3,4 wants 1/in 1/has 1/will 5

wants 1,2/in 1,2,3/has 2/will 1,2,4

wants 1,2/in 1,2/has 1,3/will 1,2,5

wants 1,2,3,4,5 / in 2 / has 1 / will 1,2,4

wants 1,2,3 / in 1,2,3 / has 2 / will 1,2,5

wants 1,2,3,5 / in 2 / has 1 / will 1,2,5

wants 1,2,5 / in 2 / has 1 / will 1,2,4,5

wants 2,3,4 / in 2 / has 3 / will 1,2,4,5

wants 1,2/in 1,2/has 2/will 1,3,5

wants 1,3 / in 1,2 / has 1 / will 1,5

wants 1 / in 1,2 / has 1 / will 5

men to race -- cont'd

Al Silva,29,(d)(408)496-1000

Jim Breitlow,33,235-7689

Brian Bush,24,(w)639-2441

Ron Hardiman, 23, (707) 552-4531

Dean Rosebrook, 35, 593-0940

Brian O'Mara, 28, (408) 257-5449

Richard Wagley,34,(w)544-3294

wants 1 / in 2 / has 2 / will 1,2,5 wants 1,2 / in 1,2 / has 1 / will 1,5 wants 1/in 1/has 1/will 1,2,5 wants 1 / in 1,2 / has 1 / will 1,2,5 wants 1,2,3,5 / in 1,2 / has 1 / will 1,2,3,5 wants 1,2 / in 2 / has 2 / will 1,4 wants 1,2 / in 2 / has 2 / will 1,4,5 wants 1,2 / in 1,2 / has 3 / will 1,2,4,5 wants 1,2/in 1,2,3/has 2/will 1,2,5

John Troliman,39,(w)(408)946-7100x215 Roger Lamb, 34, (707) 745-5215 Bob Henneuse, 37, (h) (916) 925-8836 Steven Meyers, 33, (d) 622-2892 Ken Pace,40,(w)556-5714 Daniel Haynes, 39, (w) 859-2751 Mark Johnson, 16, (916) 872-8686 **Bruce Brodie**, 36, 863-8800 Mike Wilson, 36, 994-6077 Thomas Thompson, 32, (w) (408) 286-3044 Adam Wynbrandt, 19, (916) 455-5342 Richard O'Brien, 29, 342-9026 Robert Hull,53,(w)828-4200 Bob Setzer,24,(w)(408)988-6600x250 Douglas McRae, 32, 328-2467 Ted Joseph, 37, 771-1477 Jeff Conart 29,945-1745 James Smith, 45, (707) 823-7015 Richard Bryant, 28, (408) 275-0827 Greg Morris, 28, (h) (408) 926-8907 Bob Ciucci,36,(916)455-8935 Andrew Storck, 21, (707) 996-8863 Joe Rockmore, 33, (w) 494-2233 Bradford Kirby, 35, (w) (408) 737-4731 William Andersen,43,(w)(408)733-6300 John R. Ford,22,(916)753-3309 Richard Buol, 21, 932-5145 Neal Dickler,34,931-7430 Harris Kuhn,31,932-3283 Edwin Kendall, 35, 655-6053 Mike Gowan,40,589-6701 **Andy Kovacevic**,35,436-6118 Bob Garcia, 29, (408) 730-1234 Michael Bitsko,35,(d)792-0222 Michael Taylor, 23, (w) 423-0991 Bob Daniels, 38, 641-9059 Ron Pringle,23,548-1911 Lance Bartle, 26, 283-0519 Larry Krieger,34,(w)(408)255-0900x2095 Curtiss Bryant,33,(916)393-3436 Joe Boone, 35, 986-7200 Rand Arnold, 17, 524-2843 Dennis O'Mara, 28, 361-8555 Jim Gibson,35,(408)389-4511 Nicholas Chandler, 23,921-8237 Noel Rodes, 26, (w) (408) 735-2703 Don Donovan, 36, (w) 988-9930 John Mellen, 38, (408) 265-9823

wants 1,2 / in 1,2 / has 1,2 / will 1,5 wants 1,2 / in 2 / has 2 / will 3,4 wants 1 / in 1,2 / has 1 / will 2,5 wants 3 / in 2 / has 3 / will 1,2,3,4,5 wants 3 / in 2 / has ? / will 1,2,4 wants 1,2 / in 1 / has 2 / will 1,2 wants 1,2 / in 1 / has 1 / will 1,2,5 wants 2,3 / in 27 has 2 / will 1,2,3,4,5 wants 1,2,3,4,5 / in 2 / has 2 / will 1,2,3,4,5 wants 1 / in 2 / has 2 / will 4,5 wants 1/in 1,2/has 1/will 1,5 wants 3 / in 1,2 / has 1,2 / will 1,2,4,5 wants 1,2,3,4,5 / in ? / has 1 / will 1,2,5 wants 1,2,3,5 / in 2 / has 2 / will 2,3 wants 1,2/in 1,2,3/has 1/will 1,2,5 wants 1,2/in 1,2/has 2/will 1,2,4,5 wants 1,2 / in 1 / has 1 / will 1,2 wants 2,3 / in ? / has 2 / will 1,2,4,5 wants ?/in 1,2/has 1/will 1,5 wants 1,2,3,4,5 / in 1,2,3, / has 1 / will 1,2,5 wants 1,2/in 2/has 2/will 1,2,5 wants 1,3,4 / in 1,2 / has 3 / will 1,3,4 wants 1,2,3,5 / in 2 / has 2 / will 3 wants 3/in 2/has 2/will 1,2,4,5 wants 1/in 1/has 1/will 1,2,5 wants 1,2,3 / in 1,2 / has 1 / will 1,2 wants 1,2 / in 1,2,3 / has 1 / will 1,2,4,5 wants 1,2,5 / in 2 / has 2 / will 1 wants 1,2/in 2/has 3/will 2,4 wants 1,2,3 / in 1,2 / has 2 / will 1,2,4,5 wants 1,2,5 / in 1,2 / has 1 / will 1,2,5 wants 1,2 / in 1,2 / has 1 / will 1,5 wants 1,2 / in 1,2 / has 1 / will 1,2,5 wants 1,2,3,5 / in 2 / has 2 / will 1,2,4,5 wants 1,3,5/in 1,2/has 2/will 2 wants 1,2,3,4 / in 2 / has 2 / will 1 wants 1 / in 1 / has ? / will 1,2,5 wants 1,2 / in 1,2 / has 1 / will 1,2,5 wants 2/in 2/has 2/will 1,4 wants 1,2,3,4 / in 2 / has 3 / will 1,2,4,5 wants 1,2,5 / in 2 / has 3 / will 1,2,3 wants 1,2 / in 2 / has 3 / will 1,2,4,5 wants 1,2,3/in 2/has 2/will 1,2,3,5 wants 1,2, / in 1,2 / has 2 / will 1,2,4 wants 1,5 / in 2 / has ? / will 1,2,3,4,5 wants 1,2,3,4 / in 2 / has 1 / will 1,2,4,5 wants 1,2/in 2/has 2,3/in 2,3 wants 1,2 / in 2 / has 2 / will 1,5 wants 1 / in 1 / has 1 / will 1,2,5 wants 1,5 / in 2 / has 2 / will 3,4,5 wants 2,5/in 2/has 1/will 1 wants 1,2 / in 1,2 / has 1 / will 1,2,5 wants 1,3 / in 1,2 / has 1 / will 1,2,5 wants 1,2,3,4,5 / in 1,2, / has 1 / will 1,2,5 wants 2,3,4,5 / in 2 / has 1 / will ? wants 1,2,3,5 / in 2 / has 1 / will 4,5

wants 1,2,3,5 / in 2 / has 2 / will 1,2,4,5

wants 1,2/in 1,2/has 2/will 1,2,5

wants 1,2,3 / in 2 / has 1 / will 1,5

wants 1,2 / in 1,2 / has 1 / will 1,2

wants 1,2 / in 1 / has 1 / will 1,2,5

wants 1,2/ in 1,2/ has 1/ will 1,2,5

wants 1,2,5 / in 2 / has 3 / will 2

men to race - cont'd

Bob Pruett, 25, (916) 339-8678 Tom McHenny,28,(714)645-3369 Vincent Casalaina,36,841-8524 John Jolly,36,634-5444 John Jackson, 37, 924-2743 Martin Weber, 39, 658-4601 D.Van Buren, 40, (w) (707) 525-1400 x 3364 Chas. Martin, 39, 368-3709 Dan Padgett, 28.(w)(805)962-8195 Christopher Nash,31,529-2656 Chris Hicks, 23, 955-6000 Keith Pinnex, 29, 938-6627 Warren Prescott,31,459-3186 Drew Conaway, 19, (e) 386-9490 Cy Eaton, 35, (707) 795-6169 Neil Meister, 15,461-9210 Charles Sel1,29,(w)326-7195 Chris Hollenbeck, 14, 461-9258 James Ingram,23,837-9760 Paul Thurston, 34, 398-2040 Brian Ogram, 41, (707) 275-2718 Joseph Valls, 35, 897-4800 Max Sundball, 25, 479-2014 Hans Pose, 48, (408) 286-0270 Gail Meadows, 34, 346-2918 James Cook, 29, (d) 952-4400 x 484 Martin Burger, 28, 474-1782 Jeff Kerner, 20, (408) 629-0489 Michael Horgan, 30, (d) 763-4209 Earl Trumbull, 28, (707) 642-4779 Joseph Stamler, 58, 986-0300 Jim Graham, 38, (w) (408) 727-2352 Bob Bander, 33, 321-6503 **Alexandre Law**, 22, 482-4591 Stevens Manning III,25,331-5268 Dave DeWett, 35, (408) 683-2229 Eric Mueller, 20,824-8656 Nam Nguyen,29,889-1609 Scott Benesi, 27, 566-3756 Jim Yost, 49, (707) 585-0742 Peter Narodny,34,435-2779 Bud Bowen,29,(e)651-7473 Tom Obletz, 30, 459-0149 John Ross, 34, 433-1900 Charles Witcher, 27, (916) 944-2509 Larry Diggs, 36, 383-1531 Leroy Berges, 25, (w) 861-2645 Harold Petty,49,(w)332-9622 Harold Williams, 29, (408) 245-5185 Les Loeder, 31, 363-1271 David Demarest, 30,821-4839 Matthew Coale, 24, (408) 336-8054 John Taylor,28,(w)989-4900 David Clark, 28, 386-1516 Frank Healy, 40, 235-1920 John Stenhouse, 26, (w) (408) 748-2335 James Ingram, 23, 837-9760 Mitch Young, 25, (w) 981-8900 Scott Rouillard,24,567-8423 Gene DelVecchio,35,726-6749 Skip Thomas, 39, (w) 342-3260 Ken Moore, 34, (d) 349-2151 John Collins, 22, 461-4452 Wayne Preston, 41, 444-5954 Peter Earley, 25, (w) 689-5200 Joe Hensley, 37, 221-4328 Don Greening, 45, (w) (408) 245-9291 Paul Cureio, 27, 434-0300

Ken Rose, 23, 846-2109

Ed Pogue, 47, 495-5400

Phil Smith, 32, (w) 768-5256

wants 1,2/in 1,2/has 2/will 1,2,4 wants 1,2,3,4,5 / in 1,2 / has 1 / will 1,2,4,5 wants 1 / in 1,2 / has 2 / will 2,4,5 wants 1,2,3,4 / in 1,2 / has 1 / will 1,2,5 wants 1,2,3 / in 2 / has 2 / will 4,5 wants 2,3 / in 1,2 / has 3 / will 1,4,5 wants 1,2,3 / in 2 / has 1 / will 1,2,3,4,5 wants 3,4,5 / in 2 / has 3 / will 2,4,5 wants 1,5 / in 2 / has 3 / will 2,3,4,5 wants 3,5 / in 2 / has 3 / will 3 wants 2 / in 1,2 / has 3 / will 1,2,3,4 wants 1,2 / in 2 / has 1 / will 1 wants 1,2 / in 1 / has 1 / will 1,2,5 wants 1,2,3,4,5 / in 2 / has 1,2 / will 1,4,5 wants 2,3 / in 1,2,3 / has 1,2 / will 5 wants 1/in 1,2/has 2/will 1,2,5 wants 1,2,3,4,5 / in 2 / has 2 / will 1,2,5 wants 1,2/in 1,2/has 1/will 1,2,5 wants 1,2,3,5 / in 1,2 / has 2 / will 1,2,5 wants 1,2 / in 1,2 / has 1 / will 1,2,5 wants 1,2,5 / in 2 / has 1 / will 1,2,5 wants 1,2 / in 1,2 / has 1 / will 1 wants 1,2,3 / in 2 / has 1 / will 1,2,5 wants 3,5 / in 2 / has 1 / will 1,4,5 wants 1,2 / in 2 / has 1 / will 12,5 wants 1,2 / in 1,2 / has 1 / will 1,5 wants 1,2,3,4 / in 2 / has 2 / will 1,2,4 wants 1 / in 1 / has 1 / will 1,2,5 wants 1 / in 1,2 / has 2 / will 1,2,4,5 wants 1/in 2/has 1/will 1,2,5 wants 1,2,3,4,5 / in 2 / has 3 / will 2,3,4 wants 1,2 / in 2 / has 2 / will 4 wants 1,2/in 1,2/has 1/will 1,4 wants 1/in 1,2,3/has 1/will 2,5 wants 1,5/in 1,2/has 2,3/will 2,4,5 wants 1,2 / in 1,2 / has 1 / will 1,2,5 wants 1,2 / in 1 / has 3 / will 1,2,4 wants 1,2,3,4,5 / in 1,2 / has 2 / will 1,2 wants 2,3 / in 2 / has 2 / will 1,2,4 wants 2/in 2/has 3/will 4 wants 1,3,5 / in 2 / has 2 / will 1,2,4,5 wants 1,2,3 / in 1,2 / has 1 / will 1 wants 1,2/in 1,2/has 2/will 1,5 wants 1,2 / in 1,2 / has 2 / will 1,4 wants 1,2 / in 1,2 / has 3 / will 1,2,4 wants 1,2,3 / in 2 / has 2 / will 1,2,5 wants 1,2,3,4,5/in 1,2/has 1/will 1,2,5 wants 1,2,3,4,5/in 2/has 3/will 1,2,3,5 wants 1,2/in 1/has 3/will 1,2 wants 1,2/in 1,2/has 2/will 1,2,3,4,5 wants 1,2,3,4,5 / in 1,2 / has 2 / will 1,2,4,5 wants 3 / in 2 / has 1 / will 1,2 wants 1,2/in 1,2,3/has 3/will 1,2,4 wants 1,2/in 1/has 1/will 1,2 wants 1,2/in?/has2/will? wants 1,2/in 2/has 1/will 1,2 wants 1,2,3,4,5 / in 1,2 / has 2 / will 1,2,4,5 wants 1,2,3,4,5 / in 2 / has 1 / will 1,2,5 wants 1,2,3,4,5 / in 1,2 / has 1 / will 1,2,5 wants 1,2,3,4,5 / in 2 / has 1 / will 1,2,3 wants 1 / in 1 / has 1 / will 1,5 wants 1,2,3,5 / in 1,2 / has 3 / will 1,2,5 wants 2,3,5 / in 2 / has 2 / sill 1,2,3,4,5 wants 1 / in 1,2,3 / has 3 / will 5 wants 1,2/in 1/has 1/will 1,2,5 wants 1,2/in 1,2/has 1/will 1,2,5 wants 1,2,3 / in 2 / has 1 / will 3,5 wants 1/in 2/has 1/will 5 wants 1,2 / in 2,3 / has 2 / will 1,2,4 Peter Grewer, 25, 4161 23rd St., SF 94114 wants 1,2 / in 1,2 / has 3 / will 1,2,4 wants 1,2,3,4,5 / in 2 / has 3 / will 1,2,3,5 wants 1,2,4,5 / in 2 / has 3 / will 1,2,3,5

Kern Hendricks, 40, 236-4242

Byron Wallin,29,(d)532-7330

Jamie Nelson, 30, (w) 552-2570

Larry Bell, M.D.,30,(h)932-1677

Jeff White, 29, (w) 986-3783

Roy Foster, 37, 339-8329

Chris Stewart, 33, (d) (408) 746-3494

Wayne Gesing, 29, (w) (408) 279-2111

Roger Chapanis, 33, (408) 379-8594

Donald Sutter, 48, (408) 268-2961

Rich Stewart, 44, (303) 468-2024

Joseph Carro, 24, (w) 273-7067

Ryan Young,23,(W)777-3000

Rick Reeder, 38, (w) 777-0721

Peter Winkler, 27, 383-9433

Jim Weatherhead, 33, (w) 983-4736

Nicholas Salvador,28,(w) 966-2910

men to race -- cont'd

women to race -- con'd

Patrick Walker, 16, (213) 866-1874 Dave Giguere, 32, (916) 265-9707 Bob Dries, 37, 864-8522 Stuart Snyder, 33, 982-0175 Steve Duesing, 32,771-1165 Steven Baltes, 34, (408) 476-6420 Stephen Ware, 24, 383-5674 Herb Tate, 38, (d) (408) 438-4015 Jeff McWhinney, 20, (916) 241-2470 Chris Lash, 29, (h) (408) 427-1373 Elliott Frank, 32, (d) (408) 746-6384 Shane Morrison, 27, (d) 966-4075 Stephen D'Angelo,34,(w)(408)737-5002 Paul Chow, 26, (w) 781-4141 Keith Kjeldsen, 36, (408) 438-3393 Tom Elliott, 29, 458-3083 Gil Smith, 37, (408) 224-1115 John Orfali, 31, 339-8762 Alan Nuytten,27,(w)(707)438-3045 Tim Bensch,24,(w)(408)735-2014 Jonathan Edeiman, 16, (213) 995-3008 Bob Hoekman, 42, 897-5837 Josiah Meyer, 40, (w) (408) 249-1060 Bill Marshall, 37, 381-1487 Jeff Gething,28,(w)620-2635 Eric Korn, 22, 676-7334 Richard Ryan, 35, 343-1084 Gregg Wrisley,25,388-6980 Steve Andrews, 23, 365-6724 Jack Walker,30,495-8440 Richard Leute, 43, 965-0176 Marvin Burke, 40,892-7793 Michael Peters, 36, (916) 972-1011 Michael Butler,21,(w)847-6511 Tom Healy, 21, 462-1924 Robert Berry, 46, 471-5741 Bill Conerly, 30, 522-3360 Stash Lowe,34,(msg)621-6211 Andrew Spector, 34,858-3905

wants 2,3,4/ in 2/ has 1/ will 1,2,5 wants 1/in 2/has 1/will 2,5 wants 1,2,5 / in 2 / has 2 / will ? wants 1,2,3,5 / in 1,2,3 / has 2 / will 1,2,4,5 wants 1,2/in 1,2/has 1/will 1,2 wants 1,2 / in 1,2,3 / has 1 / will 1,2,3,4,5 wants 1,2,5 / in 1,2 / has 2 / will 1,2,4,5 wants 2,3,5 / in 2 / has 3 / will 3,4,5 wants 2,3,4,5 / in 1,2 / has 1 / will 1,2,3,4,5 wants 3,4 / in 2 / has 2 / will 1,4,5 wants 1,2/in 1,2/has 1/will 1,2,5 wants 1,2 / in 1,2,3 / has 1 / will 1,2,5 wants 2/ in 2/ has 2/ will 1,2,5 wants 1,2/in 1,2/has 1/will 1 wants 2,5 / in 2 / has 1 / will 1,2,3 wants 1,2,3,4,5 / in 2 / has 2 / will 1,2,3,4,5 wants 1,2/in 1,2,/has 2/will 1,2,3,4 wants 1,2,4,5 / in 1,2, / has 3 / witl 1,2,4 wants 1,2,5 / in 1,2 / has 1 / will 1,2,4,5 wants 1,2/in 1,2/has 1/will 1,5 wants 4/in 2,3/has 2/will 1,2,4 wants 1,2,3,4,5 / in 2 / has 2 / will 1,2,3,4 wants 1 / in 1,2 / has 2 / will 1,2,5 wants 1/in 1,2/has 1/will? wants 1,2,4,5 / in 2 / has 1,2 / will 1,2,4,5 wants 1 / in 2 / has 1 / will 1,2,5 wants 1,2,3,4,5 / in 1,2,3 / has 1 / will 1,2,5 wants 1 / in 1,3 / has 3 / will 1,2 wants 1 / in 1 / has 1 / will 1,2 wants 1,2,4 / in 1,2 / has 3 / will 1,2,4,5 wants 3,4 / in 2 / has 3 / will 3,4 wants 2,3,4 / in 2 / has 3 / will 1,2,3,4,5 wants 2,3,4,5 / in 1,2 / has 2 / will 1,2,3,4,5 wants 1,2,3,4/in 2/has 2/will 1,2,4 wants 1,2/in 1,2/has 1/will 5 wants 1,2,3,4,5 / in 1,2,3, ¢/ has 2 / will 1,2,4,5 wants 1/in 3/has 3/will 1,2,4,5 wants 1,2,3,4/in 1,2/has 1,2/will 1,2,5 wants 1/in 1,2/has 1/will 3

WOMEN TO RACE

This is the list of ladies who want to crew on racing boats. It is not the free love section of the Berkeley Barb. If you don't want a woman crewmember on your boat unless she'll tail your mainsheet, then don't use this list!

Some of the names appearing below may sound made-up, and that's because not all the women wanted to use their real names. It's fine with us. Also remember that many of these phone numbers are not home phones.

The code for women looking to crew on racing boats is exactly the same as for men wanting to crew on racing boats. Tally ho!

Alice Lyman, 41, 283-5788 Penny Barnes, 27, (206) 782-9315 Carol Ramey,32,(w)521-0330 Chiu W. Yin,24,641-8567 Sandy Curtis, 31, (w) 526-7044 Kathy Disney, 35, (408) 375-1292(h) Janet Gomez, 29, (w) 537-1577 Chris Howard, 34, 423-8267 Michele Helms,37,(w)(408)281-9901 Sandy Mikesell, 33, 386-3838 Darlene Kent,35,(d)472-5770 Beth Summers, 39,444-0556 Melissa Ames, 30, 954-7605 Gillian Smith,28,(w)543-9962 Nan McGuire, 44, 552-1000 Carol Gloff,29,(d)666-2307

wants 1,2/in 2/has 1/will 1,5 wants 4,5 / in 1,2 / has 3 / will 1,2,3,4,5 wants 3/in 2/has 2/will 4,5 wants 1/in 1,2,3/has 1/will 2,5 wants 1,3,4 / in 1,2,3 / has 1 / will ? wants 1,2,3,5 / in 2 / has 2 / will 1,2,4 wants 1,2,4,5 / in 1,2 / has 2 / will 1,2,4,5 wants 1,2,3,4,5 / in 1,2 / has 2 / will 1,2,4,5 wants 1,2,3,4,5/in 1,2/has 1/will 1,4,5 wants 1,2/in 2/has ?/will 1,2,3,4,5 wants 1/in 2/has 1/will 1,5 wants 3/in 1,2/has 2/ will 1,2,5 wants 1/in 3/has 1/will 1.5 wants 1/in 1,3/has 1/will 1,5 wants 1/in?/has 1/will 1.5 wants 1 / in 2 / has 1 / will 1,5

Sherill Van Bastelarr, 30,548-1311 Dorothy Martinson,34,(w)863-8800 Jamie Cohen, 21, 454-9650 Kathy Telxeira, 32, (408) 267-4006 Kate Webb, 38, (m) (408) 475-7739 Diana Kissil, 32, 433-3700 Barbara Retelle,33,(d)(707)795-3488 Jane Morlan, 34, 592-0979 Donna Brandstrom, 37, (w) 372-4361 Ginger Smith, 35, 457-6405 Linda Harbinson,27,(w)953-4025 Joni Chlastawa, 28, 665-2566 Josefa Heifetz,?,388-2824 Deb Mader, 25, (714) 851-8186(w) Diana Garcia, 26, (408) 730-1234 Michelle Price, 30, 339-2347 Ruth Lincoln,35,(w)(408)743-3936 Tracy Dickerson,30,957-1800 Carlene Jackson,24,(w)(707)526-1900x429 Michelle Wagner, 16,388-3044 Kathleen Rubini,31,482-2933 Kathy Riedesel, 31, 421-7503 **Debbie Daysail**, 26, 868-0748 Jill Groginsky,22,(d)271-7040 Cathy Roha,33,(d)845-1833 Betty Yett, 43, 332-7543 **Debra Howard, 25, 362-7155** Claudia Halbert,31,848-5794 Robin Greenleaf, 25, (w) 768-4161 Mary Shea, 24, (w) 441-0224

Luana Kathryn, 26, 431-4915 Carole Kahn, 35, (408) 733-6385 Debbie Coolman, 31, (408) 425-5211 Courtney Clarkson, 30,921-3610 Annie Alexander,37,332-4922 Mary Dean, 34, (e) 453-8648 Glenda Carroll, 38, 282-7912 Karen Strobel, 27, 776-3295 Mimi,31,931-7006 Diana Mayes,34,(w)433-1773 msg w/Lilly wants 1,2,4,5 / in 2 / has 2 / will 1,2,4,5 Ann Armstrong, 32,864-9800x2209 Claire Shaw, over 40,538-0626 Gini Newell, 42, (w) 528-7260 Nancy Watson, 34,522-0647 Jana Vogelsberger, 27, (408) 423-8547 Kate Herin, 22, (w) 785-3517 Joyce Kuns, 37, (w) 883-2211 Nancy George, 28, (w) 921-3466 Joyce Upton, 23, 332-5400 Nancy Newland, 40, 593-4399 Nancy Casteel, 35, (w) (206) 242-2041 Diane Akusis, 34, 388-9432 Shirlee,30,861-8370 Barbara Deppe, 30, 567-1853

Kathy Ward, 27, (916) 445-4195 (6 am-2 pm) Wendy Miller, 31, 924-0116 Carole Swetky, 25, 788-2887 Amy Lannen, 26, 391-9270 Mary Drees, 32, 474-2098 Judy Gabriel,27,673-0431

Kelly Horne, 21, 788-3030 Sadequa Mansur,27,(408)427-2078 Gail Hynes, 29, 433-0565 Tina Scott,33,331-5268 Marsha,34,(916)483-9614 Sonja Fussl,28,928-0515

Sue Brehm,33,493-6202 Cozette Swickard,32,(w)495-8650 Louisa Sims, 26, (d) 465-4663

wants 1,2/in 1/has 1/will 1,2,3,4,5 wants 1/in 1,2,3/has 1/will 5 wants 1,2/in 1/has 1/will 1,2,5 wants 1,2/in 1,2,3/has 1/will 1,2,5 wants 1,2 / in 1,2 / has 1 / 1,2,4,5 wants 1,2/in ?/has 2/will 4,5 wants 1,2,3 / in 1 / has 1 / will 2,3 wants 1/in 1/has 1/will? wants 1,2 / in 1,2 / has 2 / will 1,2,5 wants 1,2,3,4,5/in 1,2/has 1/will 1,5 wants 1,2,3,4 / in 1,2 / has 1 / will 1,2,5 wants 1,3,5 / in 1,2 / has 1 / will 5 wants 1,2/in 1,2/has 1/will 1,2,5 wants 2,3,4,5 / in 1,2 / has 1 / will 1,2,5 wants 1,2,5 / in 1,2 / has 1 / will 1,2,5 wants 1,2 / in 1,3 / has 1 / will 1,2,5 wants 1/in 2/has 1/will 1,2,3,5 wants 1,2,3/in 1,2/has 2/will 1,4 wants 1/in 1/has 1/will 1,2,5 wants 1,2/in 2/has 1/will 1,2,5 wants 1/in 2/has 1/will 1,5 wants 1,2,3,4 / in 2 / has 2 / will 1,2,4,5 wants 1,2 / in 1,2 / has 1 / will 5 wants 1,2/in 2/has 1/will 1,4,5 wants 1/in 1,2/has 2/will 1,4,5 wants 1/in 1,2/has 1/will 1 wants 1,2/ in 1 / has 2 / will 1,5 wants 3,4 / in 2 / has 2 / will 2,3,4 wants 1,2/in 1,2/has 2/will 1,2,4,5 wants 1,2,3,4,5 / in 1,2 / has 2 / will 1,5 Lyn McDonald,27,c/o:Kite,Box 9181,Marina del Rey 90291 wants 1,3,4,5 / in 2 / has 3 / will 1,2,3,4

wants 1,2/in 1,2,3/has 1/will 1,5 wants 1,2 / in 1,2 / has 1 / will 5 wants 1 / in 1 / has 2 / will 1,5 wants 1,2,3,4,5 / in 2 / has 2 / will 1,2,5 wants 1 / in 1,2 / has 2 / will 1,5 wants 1,2 / in 2 / has 1 / will 1,2,5 wants 1,2,5/in 1,2/has 2/will 1,2 wants 1,2,5/in 2/has 1/will 4 wants 1,2,3,5 / in ? / has 1 / will 1,2,3,4,5

wants 1/in 1/has 1/sill 1,5 wants 1,2 / in 1,2 / has 1 / will 5 wants 1,2,4,5/in 1,2/has 2/will 1,2,4 wants 1/in 1,2/has 2/will 4,5 wants 1,2,3,4,5 j/in ? / has 1 / will 1,2,5 wants 2,3,4,5 / in 2 / has 2 / will 1,2,3,4,5 wants 1,2/in 1/has 2/will 1,4,5 wants 1/in 1/has 1/will 1,2,5 wants 1,2,3,4,5/in 1,2/has 1/will 1,2,5 wants 1/in 2/has 1/will 1,2,5

wants 3,4,5 / in 2 / has 3 / will 1,2,4,5 wants 1,3 / in 2 / has 1 / will 2.5 wants 1,2,5 / in 2 / has 1 / will 3,4,5 wants 1,2/in 1,2/has 1/will 1,5

wants 2/in 1,2/has 1/will 1,2,5 wants 1,2,3,4/ in 2/has 2,3/ will 1,2,4,5 wants 1/in 1/has 3/will 1,2,4

wants 1/in 2/has 1/will 5 wants 1/in 2/has 1/will 5 wants 1,2,5 / in 1,2 / has 1 / will 1,5 wants 1/in 1,2/has 1/will 1,2

wants 3,4/in 2/has ?/will 1,5 wants 1/in 1/has 2/sill 4,5

wants 1,2,3,5/in 1,2/has 1/will 1,2 wants 1,2,5 / in 2 / has 2 / will 1,3,4,5 wants 1,2,5 / in 1,2,3 / has 1 / will 4

wants 1/in 1,2/has 2/will 1,2,5 wants 1,2,5 / in 2 / has 2 / will 1,2,4,5 wants 1,2,3,4/in 2/has 3/will 1,2,3,4,5

folks looking for crew -- cont'd

RACING COUPLES

Don Baker/Valerie Brown,26/26,M&F,758-0585 wants 1,2,3,4,5 / in 1,2 / has 2 / will 1,2,3,4,5

Harold & Madonna Williams, 29,M/F,(408)245-5185 wants 1,2 / in 1,2 / has 3 / will 1,2

Sharon & Jim Rodgers, 38/40,M/F,(408)739-9122 wants 1 / in 2 / has 1 will 1

BOATS LOOKING FOR RACING CREW

The following list is that of folks with racing boats who are looking for crew. The code applicable here is so simple we're not going to explain it. If you don't understand it, ask the person next to you to give you a punch in the nose.

Be courteous, and only phone these people during 'normal' hours. But before you dial, stop for a minute and ask yourself if you are really willing to make the time commitment, if you are willing to accept being cold, wet, and miserable. If you're not sure, do not call!

Code

They plan to race:

- 1 = Bay
- 2 = Ocean
- 3 = '82 TransPac
- 4 = Clipper Cup
- 5 = Mexican Races
- 6 = Mora

They want crew:

- 1 = Who will consistently put out 100% for the chance to get experience, and won't complain when cold, bruised or scared shitless.
- 2 = At least a full season racing experience.
- 3 = With over 3 years experience.

They race:

- 1 = Nights and casually for relaxation.
- 2 = Pretty seriously.
- 3 = Very seriously with the intention of winning.

D.Reynolds/B.Oldham,27/35,F/M,236-2633,Hawkfarm plans 1,2,6 / wants 1,2,3 /

plans 1,2 / wants 1 / races 2

plans 1 / wants 1,2 / races 2

plans 1/wants 1/races 2

plans 2 / wants 3 / races 3

plans 1 / wants 2 / races?

plans 1 / wants 1 / races 3

plans 2,6 / wants 2 / races 3

plans 1,2 / wants 2 / races 3

plans 1,2 / wants 1 / races 2

plans 1/wants 1,2/races 3

plans 1 / wants 1,2 / races 2

plans 1,2 / wants 1 / races 3 plans 1 / wants 1 / races 3

plans 1 / wants 2,3 / races 2,3

plans 1 / wants 1,2,3 / races 3 plans 1 / wants 2,3 / races 2

plans 1 / wants 1,2 / races 1,2,3

plans 1,2/ wants 1,2/ races 1,2

plans 1 / wants 1,2 / races 3

plans 1 / want 1 / races 2

plans 1 / wants 1,2 / races 1

plans 1,2 / wants 2 / races 2

plans 1,2 / wants 1 / races 1,2

Ray Thompson, 38, (d) 454-9585, Mull 27 D.Macpherson,29,398-6700,Peterson 25 G. Vick. 43,724-8570, Rohrdsn Tempest 22 J.Miller,32,(w)391-7100,Holland/Ericson 33 Jane Stein,65,493-9341,Columbia 22 Darryl Coe,38,595-2765, Venture 24 D.Tremaine, 39, (w) 671-5460, Santa Cruz 27 C.Tucker, 44, (408) 245-7611, Catalina 38 J.Naviaux,36,(213)592-2436,Neptune 24 C. Ball, 39, (d) 954-6854, Pearson 33 Dean Dietrich,39,854-5222,Catalina 30 Albert Saporta, 28, (e) 282-8714, Cal 25 John Rollen, 46, (w) 459-5421, Catalina 30 Lee Mocker, 48, 483-3390, '80 H-27 Irving Rubin, 49,848-1600, Moore 24 Gary Cicerello,41,(707)552-3368,O'Day 27 Charles Martin,39,368-3709,Ranger 23

David Hand;768-1234, J-24

Jim Bitter,37,388-7897,Soling P

Jim Copeland,47,M,521-BOAT,Canadian Storft 27

Dana Pettengill, 32,M,(w)965-9900,J-24

Xavier Raya,31,M,524-2707,Cal 2-30 P

Richard Savoy,39,M,566-7642,Santana 35
Bernie Carver,35,M,592-1133,Catalina 25

Lois Lutz,44,F,846-5494,J-24

Al Davis,38,M,(w)(408)987-6332,Choate 41 2 Ton

Bernie Carver, 35, M, 592-1133, Catalina 25 plans 1 / wants 1 / races 2 plans 1 / wants 1, 2 / races 1, 2 plans 1, 2 / wants 2, 3 / races 3 plans 1, 2 / wants 2, 3 / races 3 plans 1 / wants 2 / races 2 plans 1 / wants 2 / races 2 plans 1 / wants 2 / races 2 plans 1 / wants 1 / races 2

Josiah Meyer III,40,M,(w)(408)249-1060,Catalina 27 Chris Barry,30,M,777-3000,Dragon Keith Levy,36,M,(w)(916)322-9419,Santana 22 Richard Leute,43,M,965-0176,Esprit 37 Alan Potkin,37,527-7383.Golden Gate #7

7 plans 1 / wants 1 / races 1 plans 1 / wants ? / races 1 plans 1 / wants 2 / races 2 plans 1,2 / wants 3 / races 3 plans 1 / wants 1,2 / races 1,2

BOATS FOR SINGLES

It's singles time. The folks listed below have generously offered their boats to take out groups of singles. We didn't ask for the kind of boat each had because we know some folks are sizists and would miss the opportunities to meet some terrific folks with smaller boats.

For those of you new to sailing, it's reasonable for you to bring sandwiches and beer if the other person is bringing the boat. You're also expected to help clean up and put the boat away once you get back at the dock.

Again we must warn you that we obviously don't know any of the boats or skippers listed below. It is your complete responsibility to satisfy yourself that the boat is safe and the skipper competent. If you don't feel that you can do that or are not willing to accept the responsibility, then you should not be using this list.

Jon Marting, 29, M, 457-0716; Ruth Lincoln, 35, F, (w)(408)743-3936; Don Chandler, 34, M, (w)569-0867; Neal Dickler, 34, M, 931-7430; Ray Thompson, 38, M, (d)454-9585; Dan Wallace, 27, M, 769-8848; Paul Vermef, 39, M, 88(3-2750; Robert Heise, 63, M, 523-2144; Richard Park, 50, M, (702)883-6694; Stevie Eley, 35, M, (w)930-2452; Michael Delury, 41, M, (707)746-1463; Brian Bush , 24, M, 639-2441; Darryl Coe, 38, M, 595-2765; Jane Stein, 55, F, 493-9341; Rold Stahl, 45, M, 471-1128; Steve Shank, 35, M, (w)622-8999; Kel Carson, 42, M, 9/48-1662; C. Muehl, 46, M, 962-8645; Donald Schmahl, 43, M, (w)261-5000; Bryain Bergot, 49, M, 332-6961; Perry Johnson, 56, M, 826-4260; Jon Naviaux, 36, M, (213)592-2436; Channing Ball, 39, M, (d)954-6854; Rod Mell, 40, M, (w)521-3767; Michelle Berman, 32, F, 479-1447; Robert Bargsten, 33, M, (916)383 -6445; Cap Smith, 46, M, Box 2, Pier 42, S.F., CA 94107; Fred Waters, 38, M, 364-8787; Bruce Westrate, 43, M, 363-2486; Richard Lustig, 38, M, (w)457-1444; Mike Borgerding, 34, M, 655-7115; Joe Smith, 40, M, (408)997-7564; Gar y Olson, 33, M, (714)642-7369; Chris Stewart, 33, M, (d)(408)746-3494; Kern Heindricks, 40, M, 236-4242; Charles Martin, 39, M, 368-3709.

Eric Korn,22,M,(415) 676-7334; J.C. Czaja,34,M,(408) 338-2801; Josiah Meyer,40,M,(w)(408) 249-1060; Steve Symkowick,31,M, 35'9-7144; Julie Cody,33,F, 824-6795; Peggy Gainey,31,F, 324-9294; John Krevis,22,M, (h)273-7067; Paul Chow,26,M,(w)781-4141;

Tony Badger, 45, Mi, 328-7072; Lee Vinson, 39, M, 332-9100; Jim Copeland, 47, M, 521-BOAT; Jack, D. Webb, 45, M, 333-7912; Bob A. Dries, 37, M, 864-8522; John Edmister, 32, M, (w)924-6963; Nancy Watson, 34, F, 522-0647; Claire L. Shaw, over 40, F, '538-0626; R. Cree Pillsbury, 46, M, (408) 275-9400; T. C. Gilbert, 34, M, 332-050-7; Alan Potkin, 37, M, 527-7383; Tom Page, 37, M, (916) 488-6465; Chuck Koko'tt, 32, M, 549-1648; Don, under 45, M, 326-5990; Lon Morris, 39, M, 956-5559; Richaard Otter, 43, M, (206) 842-6606.

SINGLES FOR BOATS

The last category of the crew list this month is the list of singles who'd like to go on social daysails with singles. We're very pleased to note that nearly as many women as men signed up, and all age groups seem to be represented. Again we want to remind you that this is not intended to be a sex list or even a date: list; this is for groups of singles who want to go daysailing together. Keep repeating this to yourself as you dial the phone. Naturally what happens later on is your own business, but don't abuse this list.

Good luck to you all!

Josiah Meyer,40,M, (w)(408) 249-1060; Keith Levy,36,M, (w)(916) 322-9419; Bob Sanz,37,M, (late e)435-4446; Peggy Gainey,31,F, 324-9294; Mike Inglis,38,M, 348-4985; Mary Dean,34,F, (e)453-8648; Ron Chlebik,36,M, 663-1500; Eric Korn,22,M, 676-7334; Debbie Coolman,31,F, (408)425-5211;

CREW LIST

singles to crew -- cont'd

Sylvia Frank,44,F, 345-1122; John Graybill,31,M, (d)457-1050; Gregg Wrisley,25,M, 388-6980; Nancy O'Keefe,41,F, 376-9211; J.C. Czaja,34,M, (408) 338-2801; Robert Bargsten, 33, M, (916) 383-6445; Dennis O'Mara, 28, M, 361-8555; Ellen,39,F, 951-5344; John Quick,41,M, 644-1968; Martin Weber,38,M, 658-4601; Mercedes See,44,F, 499-1905; Richard Lustig,38,M, (w)457-1444; Mary Kirkpatrick,22,F, (408) 272-3289; Betty Yett,43,F, 332-7543; Joseph Carro, 24, M, (w) 273-7067; Jack Klasnik, 32, (408) 425-5211; Roger Capanis, 33, M, (w)768-8594; Linda Yellin,27,F,(w)434-0850; Wayne Gesing,29,M, (408)356-1613; Debbie Daysail,26,F, 868-0748; Jill Groginsky,22,F, (d)271-7040; Michele Pamperin, 28, F, (602) 966-3262 keep trying; Kathleen Rubini, 31, F, 482-2933; Kathy Foster, 26, F, (d) 254-6820; Peggy Peterson, 33, 653-8992; Sue, 48, F, 346-0132; Joan Emerson, 31, F, 237-0836; Byron E. Wallin, 29, M, (d) 532-7330; Michael Bitsko,35,M, (d)792-0222; Michelle Price,30,F, 339-2347; Edwin Kendall,35,M, 655-6053; Deb Mader,25,F, (w) (714) 851-8186; Joni Chbastawa,28,F, 665-2566; Linda Harbinson,27,F, (d)953-4025; Jan Brown,22,F, 523-2672; Penny Wells,38,F, 457-6094; Allce Collier,33,F, (w)477-8536; Diane Flick,40,F, 461-3818; Kate Webb,38,F,(msg)(408)475-7739; Gregg Sullivan,25,M, (d)(408)738-2888x5166; Presley Kincaid,43,M,(d)(707)525-1400x2676; Carlene Jackson,24,F, (d)(707)526-1900×429; Kathleen Kelly,32,F, (d)(800)622-0776; Mike Wilson, 36, M, 994-6077; Carol Gloff, 29, F, (d) 666-2307; Hilary Simall,26,F,(d)655-4000x6081; Brian Bush,24,M, 639-2441; Nan McGuire,44,F, 5:52-1000; Jane Stein,55,F, 493-9341; Catherine Bordner,34,F, 592-2629; John M.oreau,38,M, (w)228-9079; Tina Matis,36,F, 376-8762; Roselyne Brault,22,F, (40¹⁸)243-6057; Tom Pillsbury,26,M, 563-8792; George Little,49,M, 457-0445; Mik:e Taylor,17,M, 680-1543; C. Muehl,46,M, 962-8645; Grace Trafton,40,F, (w)9'68-2211; Carol Woods, 42, F, (w)(415)968-2211; Ronnie Herndon, 30, M, 471+0580; Stuart Evens,25,M, 897-2533; Tracey Finneran,25,F, 563-7031; John O'He arn,29,M, (w)561-8663; Roy Breimen,20,M, 821-4488; Janet Gomez,29,F, (w)53 7-1577; Ron Rosales,33,M, (408)257-8365; Michelle Berman,32,F, 479-14147; Sandy Curtis, 31, F, (w) 526-7044.

Chit I Yin,24,F, 641-8567; Alice Lyman,41,F, (msg)283-5788; David Bratt,21,M,

singles to crew -- cont'd

328-1895; Michael Powers,34,M, (w)952-5400; Jonathan Jefferies,37,M, 960-0537; Blue Jean Lady,40ish,F, 836-1715; Kate Burnett,30,F, 673-3700; Jon Marting,29,M, 457-0716; Trent Stevenson,32,F, 621-1448; Ron Pringle,23,M, 548-1911; Michele Helms,37,F, (408)462-3192; Dina Maille,25,F, 341-4598; Steve Perry,36,M,(w) 422-9643; Barbara Retelle,33,F, (707)795-3488; Bob Ciucci,36,M, (916)455-8435; Chas. Martin,39,M, 368-3709; James Ingram,23,M, 837-9760; Sandy Lavery,37,F, (408)733-0524; Don Logan,24,M, (w)445-4467.

Mary Drees, 32, F, 474-2098; Stephen D'Angelo, 34, M, (w)(408) 737-5002; Alexandre Law, 22, M, 482-4591; Bob Bander, 33, M, 321-6503; Jim Graham, 38, M, (w)(408) 727-2352; Earl H. Trumbull, 28, M, (707) 642-4779; Claire L. Shaw, over 40, F, 538-0626; Jeff Kerner, 20, M, (408) 629-0489; Ann Armstrong, 32, F, 864-9800 x2209; Liza Reilly, 34, F, 954-5474; Diana Mayes, 34, F, (w)433-1773 lv mss w/Lilly; Max Sundball, 25, M, 479-2014; Portin Shapiro, 37, F, (ans svc) 655-5300; James Ingram, 23, M, 837-9760; Stash Lowe, 34, M, (msg phn) 621-6211; Michele Fraser, 27, F, (w) 441-6600; Barbara Pleake, 45, F, 472-4148; John Taylor, 28, M, (b)989-4900; Jane Hook, 27, F, 397-0165; Les Loeder, 31, M, 363-1271; Marcie Podgur, 25, F, 398-3366; Roger Bailey, 38, M, (408) 255-4716; Kirk McKinzie, 20, M, 932-0666; Stuart Snyder, 33, M, 982-0175; Pat DeBruce, 28, F, 673-0444; Bob Dries, 37, M, 864-8522; Tom Obletz, 30, M, 459-0149; Barbara Deppe, 30, F, 567-1853; Nam Nguyen, 29, M, 889-1609; Nancy Newland, 40, F, 593-4399; Joyce Upton, 23, F, 332-5400; Al MacDiarmid, 49, M, Box 283, Alviso, CA 95002; Ronna Thompson, 23, F, 331-3253; Joyce Kuns, 37, F, 892-9787; John Stenhouse, 26, M, (w)(408)748-2335; Amy Lannen, 26, F, 391-9270; Peter Earley, 25, M, (w)689-5200; Lori McCoy, 27, F, (408) 446-0343.

Gail Hynes, 29, F, 433-0565; Kristine Scott, 33, F, 331-5268; Marsha, 34, F, (916) 483-9614; Sonja Fussi, 28, F, 928-0515; Ken Rose, 23, M, 846-2107; Peter Grewer, 25, M, 4161 23rd St., S.F. 94114; Paul Curcio, 27, M, 434-0300; Joe Hensley, 37, M, 221-4328.

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Crealock 37

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WL 27'9"
Beam 10'10"
Draft 5'4"
Displacement (approx) 16,000 lbs.
Ballast (Lead) 6,000 lbs.
Sail Area 573 sq. ft.
Yawl 619
Cutter 708
Headroom 6'4"

The Crealock 37 is a superb high performance cruising yacht which incorporates all the qualities an experienced sailor looks for in "a proper yacht"—seaworthiness, premium quality, exceptional performance, comfort and beauty. Her designer, W.I.B. Crealock, has utilized a modern split keel and skeg rudder underbody. She's sleek, beautiful, and a brilliant performer in all conditions, as was proven by her remarkable performance in the recent Singlehanded Transpacific Yacht Race. She'll accommodate six and has features specifically designed for extended ocean voyages.



Selected Brokerage Sail		
21' Wilderness "Little Rascal".	\$16,500	
22" Chrysler	5,950	
22' Bristol	. 11,500	
23' Columbia, W/Trailer	8,900	
24' Yankee Dolphin	. 10,500	
25' Folkboat	4,500	
25' Golden Gate	6,500	
25' Cruising 25 by Mull	Offers	
25' Lancer	. 12,500	
26' Columbia	. 12,995	
27' Coronado	. 14,950	
27' Tartan Yawl	. 23,500	
27' Vega (reduced)	23,500	
27' Nor'Sea fro 27' Orion CTR	M 33,000	
29' Ranger	20 500	
29' Columbia 8.7 full keel	33 000	
30' Hunter	38 500	
30' US Yacht	33 500	
30' "Forenlay"	Offer	
30' "Foreplay"	27.50	
31' Southern Cross	44,000	
31' Mariner Ketch	. 44,950	
31' Mariah	. 64,950	
32' Traveller	. 49,900	
32' Southwind CTR	55,000	
33' Nor'West	69,500	
33' Hansa CTR	89,50	
34' Tartan	39,950	
35' Fantasia	54,500	
35' Formosa Ketch	29,50	
35' Finn Clipper	53,50	
35' Ericson	. 44,50	
36' Lancer	59,95	
36' Hans Christian CTR	59,50	
36′ S-2	79,50	
37' Gulfstar	52 05	
38' Farraion Clipper 38' Downeast	32,331 79 95	
38' Morgan	76,35 85,00	
38' Alajuela CTR	85,00 125 BD	
20' Hane Christian	Offer	
38' Hans Christian	55.00	
39' Lyle Hess P.H	35.00	
40' Rhodes	. 48,50	
40' Cheoy Lee Ketch	Offer	
41' Newport		
41' Morgan O.I		
41' Challenger	99,75	
42' Pearson 424 Ketch	. 149,95	
42' Westsail Ketch	. 150,00	
45' Explorer Ketch	. 135,00	
45' Custom Steel Schooner	. 209,00	
47' Gulfstar	. 235,00	
48' Maple Leaf	. 195,00	
50' Gulfstar		



36' Hans Christian. Veteran cruiser loaded with equipment. Owner says must sell now! Just reduced by \$15,000 to \$59,950 as is.



32' Traveller 1973 Rhodes designed classic cruiser in excellent condition. New 1980 standing rigging, diesel, dodger, full sail inventory, VHF, knot/log, depth. \$49,900



39' Lyle Hess designed Pilot House. Excellent for liveaboard and cruising comfort. Beautiful traditional cedar w/oak frames. 72 hp diesel, autopilot, roller furl. \$55,000



40' Cheoy Lee Midshipman Ketch 1975. Excellent example of what comfortable living aboard is all about Queen size master stateroom, 2 heads, Irg. galley/salon area. Plus full cruising equip!



24' Yankee Dolphin 1969, S&S design. Roller furling. All new standing & running rigging. Shaft, mount & controls installed for inboard. Asking \$10,500



27' Vega New Volvo diesel w/10hrs, new dodger, spinn. gear, autopilot. Many extras for cruising. Price reduced to \$23,500



42' Matthews Tri-cabin 1957. New rebuilt twin Chrysler 354's. Plus 2 complete spare engines for parts. 7kw., 10' dinghy w/7.5 Merc. Recently hauled found in excellent cond. Liveaboard berth. Asking \$57,500



36' S-2 11.0 meter. 1979 Dsl., VHF, knot. depth., stall shower. Rigged for ease of single handling. Perfect for liveaboard/offshore cruiser. Unbeatable 11 3/4% financing. Price reduced for immediate sale! Asking \$69,500



42' Matthews 1958 mahogany on oak frames. Beautifully maintained. Full delta canvas, duel steering stations, 7½kw gen., covered berth. Owner will consider partial financing. \$39,500



34' Tartan 1974, S&S design. Fixed keel, CB Racing/cruising sloop, autopilot, windlass, full electronics. Boat & equipment in Bristol condition. Asking \$39,950



36' Langer 1979 diesel, Bristol condition reflects pride of owner. Price just reduced to \$59,950. Make offer.



41' Challenger Ketch in beautiful condition. This is a must see. High quality attractive yacht with many luxury features: 6'8" headroom, refrig/freez. drg. statrooms. 70 hp diesel, VHF, RDF, auto, more. \$98,000

Selected Brokerage Power

26'	Pacemaker	. \$27,500
34	Hatteras	39,500
35	Chris Seaskiff	24,500
37'	C & L Trawler	94,500
AU,	Hunter	32,500
41'	Matthews	40 000
41	Matthews	39 500
42	Matthews	33,300
44'	Trojan	242,000
49	Alaskan Trawler	205,000
57'	Chris MY	167,000
60'	Stephens	175,000
61'	Stephens	220,000
V.	Otopiiono	140.050
67'	Golden Meadow Trawler	149,950
	Custom MY	
	Holland Trawler	
98	Luxury Yacht	900,000

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Small boat racing in the bay area is still big. Competition continues to develop and, in general, the boats are becoming more sophisticated. There have been significant changes in the development of classes like the 505 and International 14. Materials used for masts, spars, blades and sails are becoming more exotic; both skipper and crew are using trapezes in the International 14. We are beginning to see some sailing canoes in the bay area. The local Contender Fleet has mastered trapezing. Even the El Toro Fleet has developed into a highly qualified group of racers. Windsurfing has become extremely popular overnight.

Where does all this leave the organization of small boat sailing in the bay area? Things are changing in race management as they are in the development of the classes.

Most classes, through their own national or regional organizations, schedule and organize their own major regattas. The Small Boat Racing Association (SBRA), schedules the other races these fleets wish to participate in. Many fleets are simply using SBRA races as tune up races for their major regattas. As a result, there is no meaning of 'season's champion' for many fleets. Often, the guy that shows up to all the regattas has a better chance to become 'season's champion' than the guy who wins the most races.

This trend is also hard on the yacht clubs. The turnout at individual SBRA regattas is sporadic, which complicates the yacht club's task of running them. The clubs often put most of their energy into sponsoring special events instead.

Both the SBRA and the yacht clubs are changing their formats. SBRA is changing its 1982 schedule for Division "C", which consists of 505s, International 14s, Fireballs and Contenders. (The Finns have asked to join this division, also.) We are scheduling fewer races and making most of them two-day mini regattas similar to small boat racing in other sailing areas. We want the fleets to incorporate some of these mini-regattas into their qualifying schedules. With fewer regattas, we can better help the yacht clubs with their regatta management. We still offer the 'season's championship' and hope, with fewer regattas, the title will regain some

credibility.

In Division "B", consisting of Lightning's, 420's, Snipe's Flying Juniors, Coronado 15's and Laser's, we are going to leave the 1982 schedule similar to 1981 as the racing format suited their needs satisfactorily. Therewill be fewer combination races with Division "C", which proved to be too complicated last year. The 470 Fleet has asked to join Division "B" next year. The Laser Fleet will sail in Division "B" only.

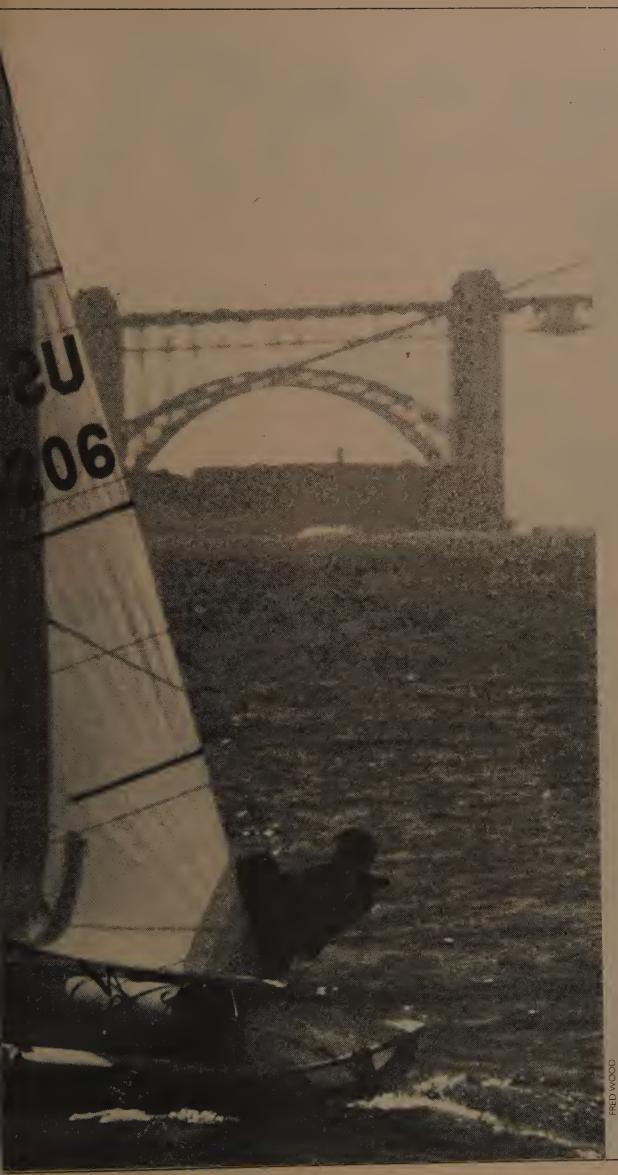
Once again Division "A", consisting of El Toro's, Banshee's, Topper's and Sunfishes, will remain as it was in 1981.

SBRA is making a major modification in its recording of regattas. In 1982, there will be one recorder for all divisions. This will reduce the problem of communication between individual recorders and will expedite getting results to the magazines and the racers. We insist that individual racers use proper numbers on their mainsails! Wrong numbers have been a recorder's nightmare! Since Edna and Howard Robinson have volunteered to do the task of recording in 1982, we have changed our mailing address to P.O. Box 487. San Leandro, CA 94577.

With the 1982 scheduling changes we wish to strengthen our organization. We want to provide the individual sailors with what they want. We also wish to attract the Flying Dutchman, Mercurys, Lido 14's, Sailing Canoes, or any other small boat fleet that would qualify to join SBRA, and we encourage other sailing and catamaran organizations to coordinate their schedules with ours in order to avoid overlapping races.

We would also like to work with another group of sailors whose numbers have multiplied rapidly during the past decade. They are the skippers and crews of the production trailer boats such as the J-24, Etchells 22, Moore 24, Solings, Wylie Wabbit, Express, Olson 30 and Santa Cruz 27. These boats are being sailed like dinghys where they are kept on trailers. Their different fleets get together by land instead of water. Each group has its own organization which schedules its own races. Some of these classes are sailing in YRA and some are sailing in no organization at all, I feel it





would be better for the sailing community to get these fleets together and combine with SYRA, SBRA or YRA and form a division that would fulfill their racing needs. In doing this, it would be much easier for the yacht clubs to schedule their events as it causes yacht clubs big problems to schedule races for individual fleets. Even if a division consists of 4-5 fleets like Division. "C" of SBRA, it makes more sense to race fleets together rather than individually.

In the fall of 1981, SBRA, SYRA, YRA and other traditional scheduling organizations gathered to schedule the 1982 year. This was fantastic as the present 1982 schedule has fewer conflicts than I have seen in years. We approached all the yacht clubs with a common schedule and got their club racing schedule on the master schedule. I see this as the first major step in getting the sailing organizations to work together.

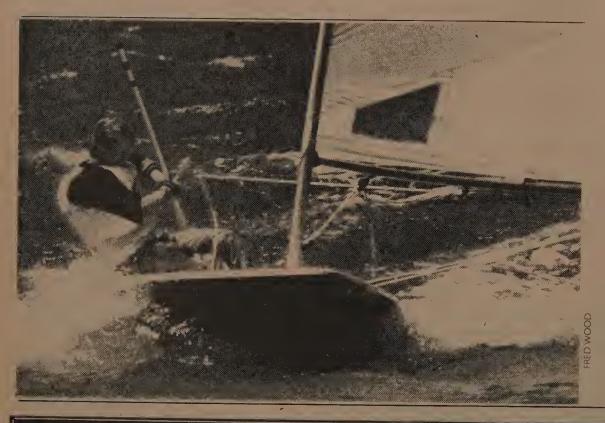
All in all, the future of small boat racing in the bay area looks bright.

On the water, we have seen well over 100 boats at the Richmond Yacht Club Mid-Winter's and I would not be surprised to see over 200 contestants competing in this informal traditional sailing event in January or February. I see 30-ft. Etchells sailing on the same course as Lasers with no race management problems at all. This year we will see the following major regattas in the bay area: The USYRU Junior Championships (Sears, Smythe, Bemis), Sunfish Worlds, 505 Pacific Coast Championships, Etchells 22 World's, J-24 World's, Aussie 18 Summer World's, Finn Nationals and a Small Boat Hard Chine Regatta. If you are involved in small boat racing, I suggest you support your yacht club, your fleet and SBRA as these organizations are there to support your racing activities.

- kers clausen SBRA Chairman, 1980/1981

SCHEDULE

Division A (El Toro, Banshee, Topper and Sunfish): March 13, Richmond YC; March 20, Lake Merced; April 4, San Jose SC; April 18, Fremont SC; May 1, Lake Merritt: May 15, San Francisco YC; June 6, Island SC; June 19 & 20, Clear Lake; July



17. Stockton SC; August 14 & 15. Inverness; August 29. Encinal; September 19. Cal Sailing Club; and October 3. Vallejo Area Race.

Division B (Lighting, 420, Snipe, Flying Junior, Coronado 15, Laser and possibly 470): March 20, Lake Merced; April 3 & 4, Richmond; May 1, Lake Merritt; May 16, San Francisco YC; June 5, Sausalito YC; June 19 & 20, Clear Lake; July 17, Stockton SC; July 31, Monterey; August 14 & 15, Inverness; August 28, Palo Alto; and September 11, Encinal.

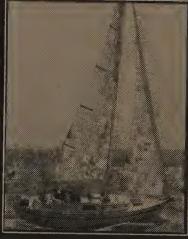
And finally **Division C** (505's, International 14, Fireball, Contender and possibly Finn): April 17 & 18, St. Francis YC; May 8, Tiburon YC; May 16, San Francisco YC; June 19 & 20, Clear Lake; July 17 & 18, Santa Cruz; August 14 & 15, Inverness; August 29, Palo Alto; and October 2 & 3, Richmond YC.



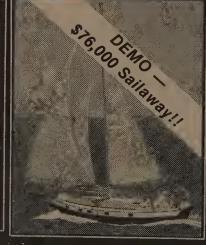
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classic 35,000
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25' Friendship sloop
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26' Columbia, 1973
26' Raven (modified)
27' Ericson, 1978 asking 24,900 ★
27' Sun Yacht, Perry designed 24,400 *
28' Triton
28' Newport, loaded 35,000
30' Rawson
30' Ericson +
30' Ericson
32' Columbia
32' Gulf Pilothouse 58,500
oz challenger
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so manger
35 Fantasia
3/ Tayana offers +
41 Morgan O.I. ketch, 1979 . 4 130 000
41' Swan, '74, loaded and clean 130 000 -
43 POINTS
44' Custom Schooner
45 matthews Cutter
47 Perry 120 000
53' Lapworth ketch155,000
BROKERAGE, COMMITTEE BOATS
28' Luhrs, '70, f/a, dsl
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CRUISING

We - husband Dennis, myself, and our Alajuela 32 Amanda — approached San Diego bay through a heavy film of Boris



Karloff-quality fog. 'Radiation fog', the South Californians call it, meaning it moves from land to sea rather than the customary vice-versa. "Creepy," we called it, straining

Above, range light; below, Customs Dock

ALL PHOTOS BY LATITUDE 38

to see our bow, let alone Pt. Loma to our port'and the half-submerged Zuniga jetty on starboard.

Fortunately, as we crept between entrance buoys off Pt. Loma, a fleet of Navy ships materialized in the channel, emerging through the moist veil, one after another, in a procession worthy of a TV special titled something like It Came From Outer Sea. "Just when you thought it was safe to enter the harbor," I parodied, easing off on the throttle. Yet, after the 26 hours we had just spent shrouded in this mist while ghosting at 3 knots from Catalina, even this intimidating sight was welcome.

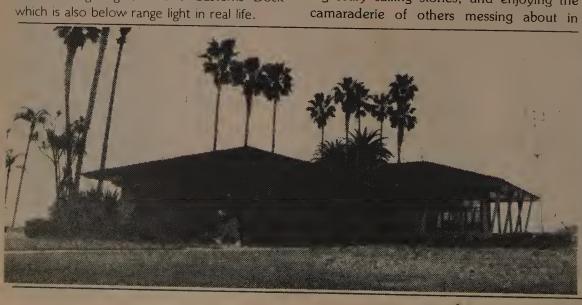
There is something about poking one's bow into an unfamiliar bay that puts the brain on alert. Like a first-grader learning to read, I counted the channel buoys, my index finger marking my place on the chart.

Gratefully we pulled into the Shelter Island Customs/Police dock, which had been recommended for a berth. It wasn't noted on the chart, but we easily found it at the tip of Shelter Island under the last range marker. The gods and the San Diego Harbor Police were with us because we scored an inside berth. The \$5/per night fee included public heads, shorepower, water - but no showers. After 5 days that rate doubles to \$10/day with a maximum limit of ten days. Period. One fellow tried to get a one-day extension and had to face an inquisition. This dock facility is for temporary folks on their way to somewhere, principally south during the winter.

Of all the places we've temporaried, this one gets first prize for good old fun, cruisin' style. Fun: messing about in boats, exchanging scary sailing stories, and enjoying the



Above, original Pt. Loma light; below, current light with Sunday sailors in background.





SAN DIEGO BAY

boats.

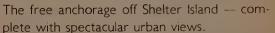
Here were 40-50 boats, mostly sail, mostly under 40-ft, with captains and crew climbing all over them struggling to finish up all the little jobs that should have been done months ago. And just when you think you are really ready to move on, you spot a nifty little widget on the other guy's boat and decide that it is something you simply cannot do without. In other words, plan on spending more time and money in San Diego than you thought you would.

Much of the time here can easily be spent hiking, as no public transit serves Shelter Island and taxis cost more than a new boom. A mile-and-a-half separates the Custom's dock from: the nearest supermarket (Safeway); the closest liquor store, the natural foods market, and the closest bus stop.

But for the sailor who likes everything



close together, try the Canon & Scott Street axis. Close at hand are Pacific Marine Supply and Marine Marketplace for last minute boat gear, a couple of sailmakers, a card room for those needing to load up on cash, and the Boobie Trap for a last shot at any or all of those great American stimulators—topless dancers, icy cocktails and video games.



Bus fare in San Diego is a whopping 80¢, and most runs are 20-30 minutes apart. Therefore, the most popular person on the dock is one who has a car. On our dock, that person was Tony Aldridge, proud owner of a very funky Rambler station wagon without reverse gear. Since Tony and Sharon finance their cruising habit by manufacturing and selling 12 volt Red Wing wind generators on their trimaran, Ways of Magic, car repairs are given a low priority. But when your only alternative wheels are those attached to a Safeway shopping cart, you don't get picky. And thankfully, anyone lucky enough to get a ride to town empathizes enough to share it. For those not fortunate enough to have a Tony for a berth neighbor, Pacific Marine Supply comes to the rescue with FREE loan of their '66 pickup, White Lightnin'.

Owners Tommie, 46, and Steve, 47, Flanagan love cruising folks, cater to cruising folks, and are themselves cruising folks. "We only employ people we know, who are cruisers and who liveaboard," Tommie says, her bright blue eyes strobing emphasis. "They've used a good percentage of the things we sell."

Back in '77 when they first opened their doors, she recalls that "All the other marine stores told us our ideas would never work, that there simply were not enough cruisers to support this kind of store." She chuckled at the doomed prophecy while I sucked in my stomach to make room for a small parade of cruising types moving towards the cash register. As well as your basic boat supplies, "this-kind-of-store" also boasts a good selection of freeze-dried foods, canned meats,



SAN DIEGO

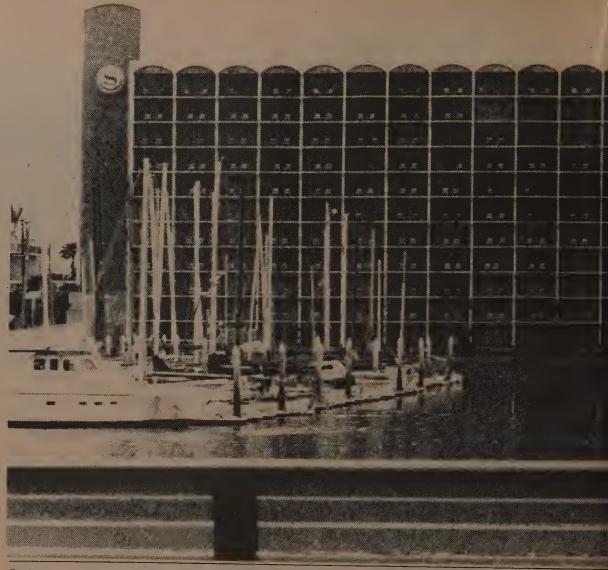
canned butter, and fresh sterilized milk, good can openers, fly swatters, wind scoops, bulk kerosene, buckets, jerry jugs and their replacement caps, three kinds of flopper stoppers, Baja fuel filters, dental first aid kits, and a veritable plethora of paraphenalia for those who plan to voyage far.

Dut what makes Pacific Marine — affectionately known as Flanagan's — a really big deal is the special stuff. Such as: A cruiser's mail box and mail forwarding. A cruiser scrap book with photos, names, destinations of this year's adventures. Ham radios, five of them, "all legal", Tommie emphasizes - used extensively to relay messages to any cruiser who wants to sign the book. A paperback book exchange. Their self-publicized "San Diego Cruising Guide" complete with pertinent landfalls designated on a San Diego map, and checklists of necessities and luxuries. And the wheels, aka White Lightnin' ("Our insurance agent has heart attacks, but we've never had a problem," says Tommie.)

All of this is free, absolutely *gratis* for the asking and given with a big smile. Naturally they'd hope you'll buy your boat gear from them, but even that desire is tempered with good sense. "We try to sell people on self-steering, a good rigging system, dodger—the basics—before the electronics," Tommie asserts.

A popular event for cruisers from all over

The embarcadero free anchorage; obey all signs.



Order is big in San Diego, so is the Harbor Island Hilton,

is Flanagan's cruising kick-off party on or about October 30th, featuring wine, beer, burritos, and the encouragement to consume in quantity. "We all get drunk, and a couple of days later when the hangovers are gone, our cruisers leave with our blessings," is Tommie's summation of the bash.

The place to complete your chart collection and make final additions to your sailing library is The Map Center, a cartography emporium which even northern Californians dub "the best chart shop in the State." A

wise purchase is Sailing Directions (for the West Coast of Mexico and Central America), a U.S. Government publication containing the original information found in Terry Harper's much more expensive Baja Cruising Guide.

After five days at the police dock, we still weren't ready to shove off, so we elected to spend Saturday night at one of San Diego's 12 marinas. Harbor Island West, logically located on Harbor Island, is a real country club. It has all the normal amenities plus showers, sauna, deli, laundromat, and restaurant. We felt our \$8.00 splurge was worth it, especially since we were within easy strolling distance of El Torito and their \$5.25 Sunday champagne brunch with liberal bubbly refills.

After the night of luxury, we were back to the nitty-gritty, i.e. free anchorages. Although he didn't seem too hapy about it, Harbor Patrolman Jeff Weber acknowledged that you can anchor anywhere in San Diego Bay except where it's specified that you can't. He says the two biggest problems with boats anchored in the bay are boats breaking loose, and being hit by moving boats. He maintains that if you anchor in navigable waters, you cannot necessarily assume the moving vessel is at fault in a collision. So beware.



BAY



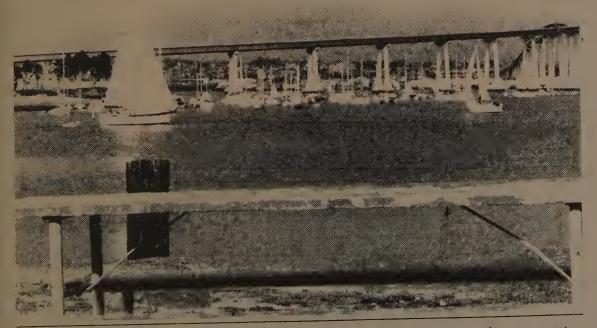
According to local sailors and the Harbor Police, the nicest free anchorage is at Glorietta Bay, a stone's throw from the Coronado Hotel and just across the strand from

San Diego Bay. You'll want to exercise caution to stay in deep water once you've crossed under the Coronado Bridge. We've seen as many as ten boats aground at once.

The Embarcadero free anchorage near the B Street Pier downtown is probably the handiest for carless cruisers who need to get downtown, but it's often crowded and the neighborhood is mediocre. However, this anchorage is hard by the end of the Lindberg Field runway, a promising spot for lonely males to find ladies. 'Experts' claim that the thundering jet thrust acts as a powerful aphprodisiac — but you'll have to find out for yourself.

The Commercial Basin anchorage, on the northeast side of Shelter Island, should be negotiated only with local knowledge and lots of intestinal fortitude. Depending on who you talk to, it is either "full of junk" or "really quaint like Gate 5 in Sausalito". Don't make it your first stop.

None of the anchorages mentioned above have specific dinghy docks so you have to improvise. Several restaurants in San Diego bay allow you to tie-up for a short time, but leaving your 'taxi' without making sure it's



Free anchorage just around the corner from Glorietta Bay.

some terrific beaches. There is a 72-hour limit in Glorietta Bay, but if you anchor just around the corner, there is no time limit. This area is pretty much free of the annoying boat wakes that plague other anchorages in

safe is a risky business. Don't ever try tying up at the fish docks — the Harbor Police will confiscate your dinghy right away.

We elected to drop the hook at the informal anchorage off the Shelter Island shore, probably the most convenient location for a cruiser with errands to tend to. We stayed aboard for a couple of nights, and other than



Coronado Hotel, the ladies' choice.

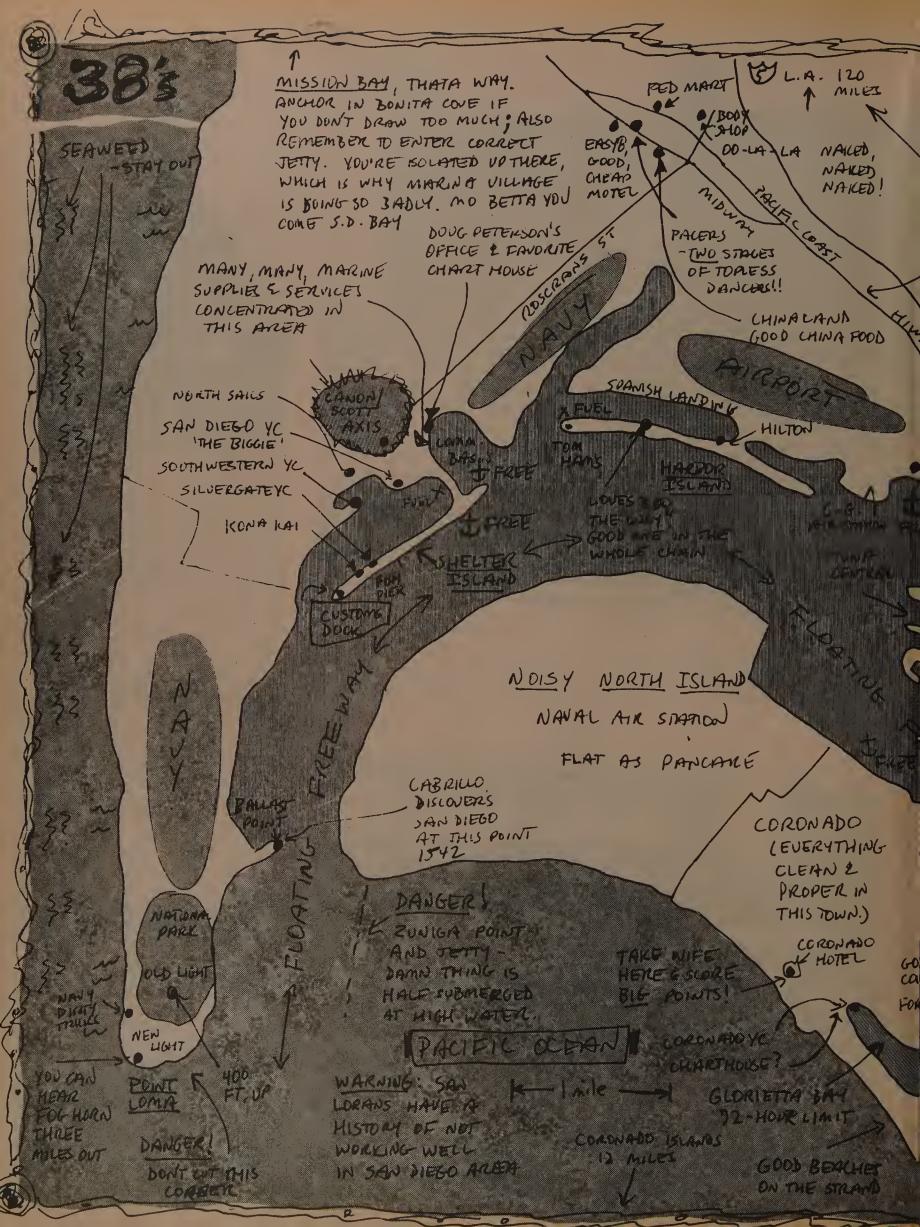
the occasional roll produced by a large fishing or naval vessel, it was fine. The daytime, however, can drive you batty with helicopters, fish boats, jet fighters, destroyers, ferries, jet-skiers, and everything else. You get what you pay for.

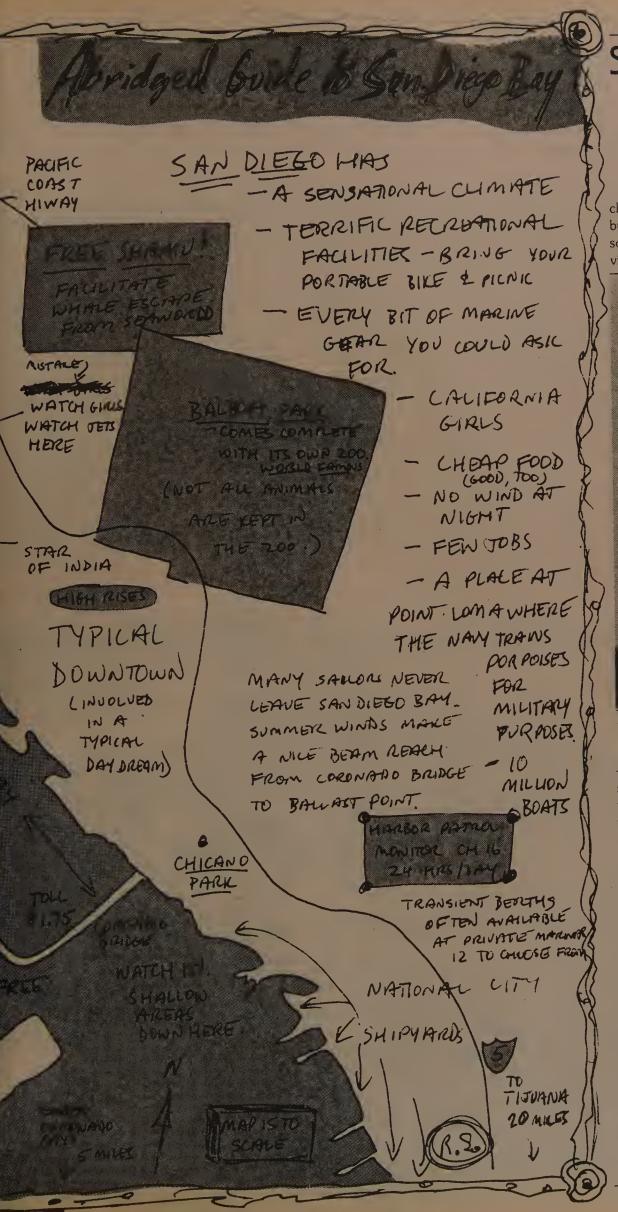
We finally had to deal with the inevitable — the jaunt to the Mexican consulate. Although everyone dreads the trip to the M.C., giving it the worry quotient of an afternoon sail around Pt. Conception, we found that it is, honestly, no problemo. Contrary to all the tall tales you've heard, the bureaucrats are friendly, courteous, helpful. They do not try to mess up your mind, and they speak better English than most high school graduates.

Insight: They do take their tasks very seriously. The volumes of paperwork and the triplicate-quintuplicate copies they deem necessary.

Advice: So, making fun or making disparaging remarks about the process will only incur displeasure and hold you up. Just be polite and do what they ask and bring a paperback book for the wait. (The wait is not because of complications but because of the sheer numbers of people. This office handles immigration to the U.S. as well as immigration to Mexico.) We spent a total of one-anda-half hours. Ten minutes of that was in actual conversation and crew list/fishing license/tourist cart/passport passing. We still had plenty of time left to cruise Fed Mart.

This gigantic discount department store is an "if-we-don't-have-it, you-don't-need-it" place. The money you can save on food,





SAN DIEGO BAY

clothing, household items and hardware will buy at least a case of *cerveza* per crewperson. We were sorry we had done most provisioning at home by the bay. We're also



A Swan 65 exits San Diego Bay between Pt. Loma and Zuniga Point.

sorry we didn't catch the #6 North Park bus to Cabrillo National Park at Pt. Loma. The park offers fascinating historical and sea life displays for both Mexico and California.

After a week in San Diego, we were antsy to get away, but the fuel dock was closed on Monday, so we drew upon our patience one more night and listened to the rondele played by foghorns. We heard that some people save berth fees by moving from one of the 5 gas docks or 10 boat yards to another, tying up on "closed" days and moving on by opening hour. But we wouldn't know for certain.

We are definitely leaving for Mexico tomorrow. That is, if this radiation fog follows its usual pattern and burns off by nine so we can see our bow, and if no one shows up with a wonderful cruiser's gizmo that we simply must duplicate. And if we can save the zoo, Sea World and the Wild Animal Park for our return trip.

- january riddle

HURRICANE

This is the second part of Doug McNaughton's account of sailing through Hurricane Emily last summer on his way to the start of the MiniTransat singlehanded race in Plymouth, England.

In the first part, Doug described leaving Bermuda in his 21-ft. American Express, the sloop Norton Smith sailed to victory in the 1979 MiniTransat. The trip got off to a bad



Doug McNaughton. Right, Doug testing his water-ballasted outriggers in Bermuda.

start when Doug broke two ribs in gale force winds. Three days later he encountered Emily, a full blown hurricane with sustained wind speeds of 85 knots and higher gusts. It was the start of ten days of horror. Halfway through he sailed into the eye of the storm. We pick up the story at that point.

(Doug, currently living aboard a friend's boat in Sausalito, is looking for aid in getting American Express back to the bay area in exchange for a sponsorship in the 1983 MiniTransat. "It's my race and I'm going to win it," he says, "but I need some help." Anyone interested can reach him at (415) 383-4520 or send a note to P. O. Box 1678, Drawer DM, Sausalito, Ca. 94966.)

When people hear I sailed through a hurricane they ask: How big did the waves get? How strong were the winds? I can only answer these questions with the information I received from the radio at sea. The average wave height was 25-ft., but I believe some

may have been 40-ft.. They swept through the other waves like raging mountains on a course of their own. The sustained wind speed was 85 knots (100 mph), the gusts probably were 120 knots.

These facts are easy to report, but I don't know how to describe the force and feeling of a hurricane. One part of that force is the noise. Wind at 85-125 knots screams constantly, much of it beyond human hearing. It is similar to what psychologists, call white noise. It makes even the simplest task difficult, and it stops you from thinking.

Maybe the noise is what still blocks my memory of the day American Express sailed into the eye. I remember jerking back to life in the sudden silence, thinking "What is it? What has happened?" I didn't know what the silence meant or why the wind had stopped. I knew I was still alive, that the wind was no longer trying to blow me off the boat, not trying to deafen me, and no longer jamming my mind with white noise.

I sat in the cockpit, scarcely able to move or think, looking up at the stars. They were clear and bright, but only overhead. The waves still smashed violently into the boat or broke on top of her. Without the wind I couldn't steer the boat into them. I was cold and stiff and I hadn't slept in days. I had survived something unlike any experience I had ever imagined. That it was only half over I never considered.

Sleep was the only thing I could think of. I didn't care that I was in the eye of the hurricane, that the waves could still sink the boat, or that the boat and I were seriously damaged and injured. It was all part of the general discomfort that had become my life. I simply lay down in the cockpit, wedged myself under the traveller, gathered my space blanket around me, and fell asleep. It was almost a full hour before a light breeze woke me.

It was still dark when I awoke and the stars were still directly overhead, but nowhere else. It was like I was inside a well or a giant volcano. All around me were total blackness and the occasional glow of sheet lightning. The light breeze surprised me. What did it mean? Was I leaving the eye already? I was afraid to even think about it; my thoughts might help bring it on.

I sat up trying to find the wind's direction, but could only feel it on the tops of the waves. It seemed to be coming mostly from the west, or southwest. I thought that meant that the second half of the hurricane was about to hit. I wasn't ready for that, so when the demanding voice in my head said "Sail with the eye", I sailed.

The waves were totally confused, making it very difficult to maneuver. They kept knocking the boat around and shaking the wind out of the sails. It was frustrating. I wanted a break. I wanted to get away from the wall. I wanted to see the sun again. I was so wet and cold that I had to will myself to keep going, to keep trying. If I could only sit in the sun for a while, I felt I could make it to England. "If I can see the stars, then I should see the sun," I told myself. "All I need to do is stay in the eye."

I slowly increased the sail area on the boat to stay in the eye while it moved with the



MCNAUGHTON

hurricane across the ocean. My body wanted to rest but I kept thinking that I had to travel as fast as the storm.

As I put more sail up I kept looking back over my shoulder for the eye wall. If that hit with even half the amount of sail I had up, the 85 to 120 knots of wind would tear the entire rig off the boat. The only way to postpone that deadly possibility was to sail with the storm inside the eye. It was an agonizing situation. If I waited for the wall to hit, the hurricane would smash me and the boat, possibly capsizing us again, or worse. I decided to buy some time by sailing as fast as I could. I had already learned that in a hurricane, waiting, quitting and dying are very closely related.

It took the sun a long time to climb over the wall of clouds. It didn't start getting light until around 0800, but it did start to feel warm. That made me feel better so I started trying to repair myself. I hadn't eaten a warm meal in days. I set about getting the small stove going. All the lighters were wet and useless, and the matches were also wet, as was the stove. I preheated the matches by holding them against the cabin light until they were dry. Then I put a little alcohol on the burner and lit it to evaporate the water in the burner jets. It took some time but finally the propane stove was going and I had a meal packet in the pot.

While the food was cooking I decided that I had better get the medical kit out. I had salt water blisters all over my legs, wrists, back, hands and ass. You expect to get them around your cuffs and where you sit, but I seemed to have them everywhere. Fortu-

nately I had some very good creams in the medical chest just for that problem. Dr. Ron Gester had put together an emergency kit for me that made me feel better just looking at it. Besides the blisters, I used the kit to clean some of the cuts I had gotten. I had some deep ones in my hand, and one about six or seven inches long across my thigh. It felt so good to clean those things up as the sun came up higher and higher. I felt that hope wasn't a dream; I really was alive.

By 1100 I had brought out my blanket to dry, as well as the clothing I had been wearing. Then I sat in the sun myself. "Who would believe this," I thought to myself. "I'm laying out to tan in the eye of a hurricane! A hurricane that's taking me to England to win a race." It made me feel a million times better, so I put the 150 up to get more speed.

The waves were also getting the hang of



HURRICANE

which way we were going. They at least seemed to be a bit more wave-like than the ones I had been seeing in most of the hurricane.

What kept worrying me was seeing the wall of clouds all around. Sometimes bits of it would break away and come into the center. I was always afraid that the whole hurricane was going to follow. Instead, the bits that broke off would move in toward the center and rise up, like Morgan's Cloud in Bermuda. There would be a light mist underneath, but no real change in the wind strength.

We were moving now at about 7 knots with the sun visible a good bit of the time. I decided that it would be a good idea to try for a running fix, or at least try some shots. I told myself it was good practice for when I'm in the Whitbread Around the World race. That made me laugh at myself. For years I had done things because they would be good practice for when I was singlehanding across the Atlantic.

It was very hard to get a good shot with the waves and all, but I finally got a couple that felt good. It would have been impossible for me with a regular metal sextant because of the weight. Score one for the Davis people. They must know what it's like to hold a sextant up for a half hour or 45 minutes in a storm trying to get a good shot.

Around 1300 my radar detector started going off. It had been so long since I had heard it. I didn't know what it was. Even then I couldn't see any ships. I thought maybe it was picking up a plane or something. But it kept beeping away and I kept running around trying to see what it was sensing. I even got on the radio (VHF) and started calling, but no answer.

Then I saw a rusty streaked freighter practically dead ahead of me. Smoke poured out the funnel, but she was rolling and pitching so hard it was unbelievable. I watched as waves broke over the bow and charged across her to the bridge where they would explode. American Express was sailing along beautifully, yet the freighter appeared to be in real trouble. I couldn't imagine how anyone could be safe inside as she rolled from beam to beam. I called on the radio but no one answered. I could see the radar antenna rotating and the bridge, but no people. I sailed within a few hundred yards, calling

and waving. I felt there was something wrong, like I was watching a ghost ship. I saw no name or flag, just rust streaks. I can only hope that the men onboard were alright and made it safely out the other side.

I continued to radio the ship as long as the radar detector beeped. I never got an answer so I kept on sailing. Seeing the freighter reminded me that other people have sailed through hurricanes larger than Emily and lived to tell others what they learned. I had made it through one half of the hurricane, the rest seemed simply a case of continuing.

"I felt like I was watching a ghost ship."

"Besides," I reminded myself, "if the hurricane is going northeast it will take me to England. If I can stay in the eye, I could dry out in the sun a bit." American Express was certainly sailing well, and she had shown me that a small ultra-light could take one hell of a beating and still race like a dream. She is a true champion.

Around 1500 I managed a few more sun shots for a running fix. I was only about 100-miles from where I had been a few days before. Newfoundland was still the closest land, and we were southeast of the Grand Banks. Previously I had been southwest of the Grand Banks. It surprised me that I had gone east until I realized that I had tacked into the hurricane after the deck was holed, plus the Gulf Stream was carrying us that way too.

continued to sail the boat hard. Morale among the crew was greatly improved by the sun, so when evening approached I poled out the 150, threw the main out and went wing-and-wing. I was still afraid to put out

the double headsail rig (a reaching genoa and a Santa Cruz 27's 160). But at 8-9 knots wing-and-wing, I didn't think I was missing that much speed.

I went below to try and get things straightened out and cleaned up. I realized that I had better get some more food in me before all hell broke loose again. I heated up some millet, lentils and several food packets that I had gotten from Continental Kitchens, Kraft and an English firm. They are complete meals that cook in 5 minutes in boiling water. I used salt water for boiling and found that the gravy and sauces inside the packets added to my intake of fluids. A quick, good tasting warm meal can help a great deal when you're sailing, especially alone.

finished eating and was making tea when the boat went surfing down a wave and broached, spilling the boiling tea I was holding. I dropped the cup and stuck my head out to see what was wrong. The waves were suddenly larger and the wind was starting to scream. The sudden flash of lightning illuminated the boat and I saw the jib flogging with the spinnaker pole attached to the sail but free of the mast. It flew around like a club. I had to get it back onboard before the eye wall hit, so I ran forward and grabbed it. A gust of wind hit and heeled the boat over almost tossing me off the bow. I grabbed the pole as the wind spilled out of the sail and released the hook. "My luck is still with me," I thought, hoping I could get the sail down in

The roller furling could only get the sail in three-quarters of the way under all the wind pressure, so I let the halyard go and ran forward to wrestle it in. We were surfing down horribly steep waves already 25-30-ft. high and the wind was getting much stronger every second. The bow was underwater most of the time and I was getting soaked. I pulled the head of the jib back to the cockpit and tied it down, reefed the main and raised a reefed storm jib. Within seconds the wind was at hurricane force and the air was solid with spray. It was the whole nightmare all over and I had to hang on from the floor of the cockpit as the first gusts tried to suck me out of the boat.

I hung onto the tiller and the mainsheet traveller while searching for the directions of the waves. There had been a moon less than an hour ago; now there was only blackness

MCNAUGHTON

and flashes of sheet lightning everywhere. Even the water flashed with a strange static charge. I felt I had been swallowed alive.

Giant waves broke over the boat and knocked her down every few minutes. I could feel the hull give with the explosive impact of each one. They came out of the surrounding blackness with the terrifying roar of tons of falling water. I only saw them as they hit the boat. They came over the stern and either beam, large as houses and the top five feet torn off by the wind. I thought the boat would split open. I felt like an ant in a washing machine.

In my stomach I felt the fury of the hurricane was more severe than the first half, maybe because it hit so suddenly. No build up, just solid, violent force. But I refused to let it beat me. I felt I knew all of Emily's tricks. I would just have to find a way off the waves. The problem was I couldn't see them and we were being blown off with the crests.

I thought I had better get food and my blanket into the cockpit. I would have to steer constantly just to keep the boat alive. I grabbed my heaviest safety harness and was putting my arm through when the boat lurched. We were on the face of a freak wave, very steep. It was too steep to support its own weight and the boat went over sideways as the crest hung overhead. I scrambled to grab hold of the winch as the mast hit the water. The boat slid down the wave on her side but not far enough. The wave broke on top of us. I barely had a chance to catch a breath as tons of water fell on me, washing me out of the cockpit.

I surfaced to see the boat a few feet away, still on her side. I struggled to grab something, anything, as the wave continued to carry me away. I jerked my heels up behind me to snag some part of the sail or boat underwater beneath me. My right leg snagged something and I felt something near my hand and grabbed it. It was one of the reefing lines. I stopped with a jerk and pulled myself back into the boat as it slowly came back up. I thought that my leg was dislocated at the knee from the impact of snagging. The pain was intense. My hand, though, had no feeling at the tips.

I knew I had almost died. I was no longer warm, dry or confident. I was mad. Emily had gone too far, come too close. Instead of being grateful that I was alive, I was furious at

the ocean and the hurricane for using such a cheap trick. I had never even heard the wave. I had been sucker punched. I sat there in pain screaming: "You god damn bitch! Come on, try and kill me!"

Everything had been washed out of the cockpit except the winch handle in the windward sheet bag. My safety harness with the rigging knife was gone. So was the food and gear that I had grabbed just before the wave hit. I was out of my mind with anger. It hurt

''... tons
of water
fell on me,
washing me
out of the cockpit.''

to move, and the fear that my knee was dislocated only heightened my anger. I sat, there sobbing and yelling at the hurricane from the cockpit of my 21-ft. boat (which shows how crazy one can get). Only fate or luck had saved me, but at the time I didn't feel lucky.

I fought to keep the boat under control. I seemed to have pulled something in my knee; the pain was extreme, but it just made me more determined not to let the hurricane get the best of me again. I put on another harness and snapped in.

The boat was knocked down again and again like a punching bag. Sometimes she'd jibe broach to weather and the wind and the water ballast would hold her down on the beam with the rudder out of the water. I'd fight to get her back up as waves washed over us. Sooner or later she always came up like a champ. I didn't think a boat could survive such a beating. Her spirit kept me going all through the night and into the morning.

By 0300 I was beyond my limits. I had slept less than an hour in the last three days. I could hardly think and I was losing control

of the boat and myself. I had to get below. I was shivering and stiff with cold. I tied all the spinnaker lines together and attached them to the jib. I then trailed it off the stern as far as it would go. It wasn't to slow the boat down. I wanted it to break the surface tension of the waves before they got to the boat so that they would break at a distance. I pulled all the sail down and ran under bare poles, not because I think that is a good defense; I don't. I was just beyond caring. I couldn't sail the boat anymore.

I pulled myself into the companionway and let myself fall in head first. I was in total despair. The hurricane was so violent, so huge. I didn't know if the boat and I would make it through the night. I had given it everything that I had. I just lay below in the pile of gear and water, wrapped in my wet blankets, shivering. I had no expectations and wasn't sure that the boat would stay together.

I said to myself: "Now the boat is my life raft. Life raft American Express." I had dreams of the storm ending and ships searching for me. I kept thinking that each knockdown had taken the mast or that I had heard the ½-inch hull crack. The jib idea seemed to work — at least we weren't pitchpoled.

I awoke with the boat being severely knocked down again and me being thrown across the cabin toward the overhead. I had gotten maybe an hour and a half of sleep, if you could call being thrown all over the boat with your eyes closed sleep. As the boat came back up I pushed gear and food containers back onto the other side of the boat. The mast had hit the water again. Was it still up? I crawled into the cockpit for the morning damage report. It had become a routine way of starting the day.

he giant waves were climbing up above the stern so high I couldn't believe how big they were. I was afraid to go aft in the cockpit for fear of being pooped because of the extra weight I'd be adding to the stern. The wave fetch was now longer than it had been in the first half, and the jib was nowhere near far enough back to break the waves at a safe distance. They were breaking right at the stern. I pulled the jib in quickly, but two waves came aboard. I pulled the main up to the 4th reef and bailed with my hands. We immediately started to surf down the waves so I guess that the jib had been holding us

MCNAUGHTON

back. My next fear was that we'd pitchpole end-over-end from the top of these giant waves. I didn't know how to prevent that from happening.

I went forward and set the storm jib with one reef in it while the Navik kept us moving downwind. I had used the Navik through the hurricane when I wasn't steering. It had taken a beating, and it was having a hard time steering down the giant waves. There was too much wind on top and no wind in the trough. It wasn't too bad most of the time; but when we'd start to surf it usually lost control and we'd broach. The force of surfing at 10 knots or more would throw the entire steering rudder out of the water and pull the tiller hard over. We'd end up on the beam halfway down some 20-30-ft. wave, usually with me screaming at the Navik while trying to get the boat up before the wave broke over us. If the steering gear had been alive, I would have killed it.

he knockdown and pounding soon became a horrible routine all day and night. I kept running straight downwind, and constantly worried about flipping the boat or pooping. We got pooped a few times and the boat would stop dead in the water under the next mountainous wave.

The winds slowly became less radical each day. The waves didn't get any smaller, though, and the Navik couldn't really handle them. I could at least get most of them right, so I ended up steering three-quarters of the time. I would hear the explosion and roar of a wave breaking right behind us, but I had stopped bothering to even look or feel sur-

"I had already done the impossible."

prised. I was more like a robot. I didn't think too much, I just hung on and steered.

s the winds got lighter I moved aft and kept the boat surfing down those monster waves. I really believe it is far better to keep sail up and moving than to heave-to, tow warps or lie ahull. Those old fashioned, passive defenses might be alright in a little force 8-10 gale, or for a few hours, but if it's the real thing with steep breaking waves that have built up into a serious threat, you'd be crazy to just sit and let the ocean come crashing down on you. My advice is to keep sailing and keep your life and boat under some control. Find the angle of sail that's safe either to go with waves or to attack them. Above all, deal with the waves one at a time. Don't worry about what you imagine might happen.

I stayed with the storm jib and three reefs in the main so that I wouldn't be going too fast into the back of the waves as the winds eventually went down to force 7-8. From the

first squall to the last I had been 10 days with Emily.

I felt like I had been run over by a truck. I was bruised, broken and depressed. I felt I had already done the impossible and I wanted to rest. I wanted to sleep, to be dry and to let someone else do all the work.

My sun shots put me about four days away from Newfoundland and maybe a week from the Azores. Land meant rest. But the voice in my head said "This is a racing boat and we've got a race to win." It kept nagging me, not even letting me plot a course to the nearest land.

wanted a break so bad. I wanted it to end. We were 1300 miles from England and the boat was beat up. The mast had a bend in it, the running backstays were broken, both solar panels were gone (one cracked and one washed over the side). The rigging had stretched so that it just hung from the mast. The gooseneck was broken, there was a hole in the deck to starboard, the rudder post was leaking badly, the electrical system was so damp it kept shorting out. The compass lights were gone. There were only 12 gallons of water left and a lot of little things were cracked or ruined. I didn't think we could make it.

Still the voice in my head kept telling me to keep moving. I kept saying I didn't care, but that didn't work. I no longer seemed to have free will; instead I agreed on a race. The race would be to England — there was nothing else I could do.

End of part 2.

- doug menaughton

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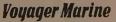
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DRESS

The one important sailing topic that never gets the attention it deserves is how to dress properly for sailing. Afterall, when was the last time you read a good article on the subject? And do you really know how to dress effectively?

Of course the real question is how to dress for cold, wet weather, because everyone knows if it's too warm you simply keep taking clothes off until you're starkers. And if that doesn't do the trick, you jump in the water.

The importance of dressing correctly for cold, wet conditions should not be underestimated. If you stay too cold for too long, hypothermia will set in and you'll end up in the great dressing room in the sky. But even if your survival is not in question, every degree that your head and body core slip below 98.6° is both physically and mentally debilitating.

Being cold affects your judgement as well as your emotional outlook; you'll not think as sharply nor will you be as optimistic. Being cold also saps energy, virtually putting you in a quasi-paralysis. How many times have you known you should have run forward to adjust a jib lead but just sat on your hands to stay warm? Too many, right? But most frequently, improper dress simply makes a a day of sailing less enjoyable.

Our personal dressing habits have evolved through a process of 'empirical negativism'. From our mistakes we've learned some things not to do. Way back in the beginning we wore whatever was warm, never stopping to consider if it was suited to the sailing environment. And we learned from our experience — learned for example that down jackets are a heavy, damp disaster at the first splash.

hen we sail in northern California on a typical summer day, we usually wear the local 'uniform': long underwear, a pair of Levis, a longsleeve flannel shirt, a wool sweater, boots, and foul weather gear. If it's going to be a longer, colder, wetter sail, we just add additional layers of long underwear, sweaters, as well as donning gloves and a watch cap. This is pretty typical of what most folks wear, making San Francisco sailors perhaps the worst dressed in the country.

We should say worst dressed for the conditions, conditions really being the source of the problem. Sailing San Francisco in the summer is the windiest, wettest, coldest, and most active sailing in the United States. What

Way to go! In polypros.

invariably happens to the 'uniform' is that the long underwear gets wet because the foulies either leaked or weren't put on soon enough. No matter which, you get cold fast, and you stay that way because the salt water doesn't dry out.

Very active sailors generally stay warmer on a short sail, but over a longer period of time their very activeness can be the source of the cold. Strenuous activity creates vaporized perspiration that normally disperses into the air; however, the sailor's additional layers of clothing — especially the foulies — trap it, and upon reaching the dew point it condenses to water. You end up wet — and then cold.

Now many smart folks wear wool undies, wool pants, and wool sweaters beneath their foulies. This is a big improvement over the uniform because wool maintains most of its insulating qualities when wet. However, wool has several notable drawbacks. For one thing it feels terrible in direct contact with the skin, and secondly it smells terrible. Even more important, multiple layers of wool become cumbersome and interfere with the freedom of movement that is so necessary when sailing.

We've been investigating sailing clothing lately — something we never bothered to do before — and think we may have discovered a clothing combination much better than the uniform, something even better than layers of wool. Actually it would be inaccurate to say we 'discovered' this stuff, because manufacturers of these products have been advertising for years to try and call our attention to the products.



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Wool	1.32	17.0	4
Cotton	1.54	8.0	2
Nylon	1.14	4.2	3 .
Polyester	1,38	.8	5

'Specific Gravity:

Ratio of the weight of a given volume of

fiber to an equal volume of water.

²Moisture Regain:

Expressed as a percentage of moisture-free

weight at 70° F and 65% relative humidity.

'Wick-ability:

Expressed on a comparative scale of one to

ten; ten being excellent.

polypropylene fiber and garments made of polyester pile. We learned about this stuff and were given samples by Patagonia, a California manufacturer. Located in Ventura, Patagonia is a division of Great Pacific Iron Works, a company started twelve years ago to design and manufacture hardware

Capitola's Skip Allan models a nylon shell polyester pile jacket.



and clothing for mountain climbers. Recently however, the company has become interested in the application of their clothing to sailing, and has outfitted America's Round-The-World entry *Alaskan Eagle* as well as five or six boats in the last Admiral's Cup competition, and *Love Machine* in the 1981 SORC.

Patagonia, however, is far from the only company in the market. Helly-Hansen, for example, has been manufacturing some of it for almost 20 years and importing into the U.S. for the last four or five. Other brands include Peter Storm, Brenton Reef, Mustang, the deliciously named 'Chuck Roast'; there are probably others at your chandlery or retailer of sailing clothing. In any event, our purpose here is not to consider the relative merits of specific brands, but to address the goods on a generic basis.

The most important layer of clothing is the one right next to your body, because if it's warm and dry then so are you. Traditional cotton/polyester long underwear is an adequate insulator of body heat as long as it stays dry. However once it gets wet it doesn't insulate worth beans and your body begins to be robbed of warmth. And since salt water soaked cotton/poly isn't going to dry until the next run through the dryer, it's going to continue to rob you of body heat.

As we mentioned, wool is a better insulator, even when wet, but suppose there were an even better insulating fabric, one that also wicked moisture away from your body? There is, and that stuff is polypropylene long underwear.

Most of you have heard of polypropylene fibers first use, as marine line, most noted for its imperviousness to chemicals and ability to float. Later some sharp guys realized that the fiber's tremendous wicking ability — about six times that of wool — was ideal for diaper liners where it would 'pull' the pee away from baby's bottom. Most recently polypropylene fibers were applied to the making of stretch knit long underwear for Norwegian fishermen who wanted an improvement on wool.

Polypro undies have other advantages over wool besides superior wicking. They are

One of the Love Machine crowd shows his bunting jacket great for moderate climes.



DRESS

much lighter, for one — in fact polypro is the lightest of all textile fabrics. It also has 1 100th the "moisture retention" of wool, which means you can wring it out from sopping wet, put it back on, and it will be dry and warm in a minimum of time.

In a testimonial for the Patogonia's polypro undies, a guy staying in a tent at Moose's Tooth, Alaska, said he washed his polypros one snowy day, and that night when it froze put them on to dry them out. Even in those most adverse of conditions they were warm and dry in about three hours. In above freezing temperatures they'd dry out a lot faster. And the deal is, even as they are wet and drying out, they still insulate your body warmth at almost 100% of what they do when dry. And unlike wool, polypro doesn't stink.

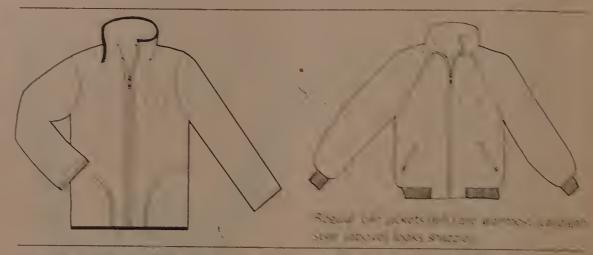
Patagonia's Jennifer Fleming and Kathy Stewart explained that their company makes two different weights of polypro undies, a normal and an 'expedition weight'. Kathy feels that the normal weight — when combined with pile pants and pile pullover (which we'll speak of shortly) — and rubber foulies will keep you warm in most conditions. It did for her when she hitched a ride up the coast of Chile on the 48-ft. Arapawa



Added benefit, gals ke to hug guvs niple.

out of New Zealand after a mountain climbing stint in Tierra del Fuego.

We explained that under certain par ticularly rotten northern California conditions we didn't think anything could keep you warm. In such cases, they said, what might be required is the 'expedition weight'



undies which are four times as heavy. We've been given a pair, and while we haven't been in the proper adverse conditions to test them yet, we must say they look mighty promising — particularly in combination with the polypro socks and gloves.

The expedition weight polypro's top has about the same bulk and 'look' as a normal sweatshirt even though it's much lighter. The normal weight polypros are skin tight. The men's zippered top is surprisingly dapper enough to look handsome in the club Ladies could wear them too, but only the most exhibitionistic would.

Now, if you want some warm outerwear, the garments made of polyester pile are just for you. Originally the stuff was designed for North Sea fishermen who needed something that would stay warm when wet, yet would dry rapidly after being wrung out. Polyester pile shirts, jackets, and pants seem to have been an excellent solution — and for a good reason.

While polvester pile feels comfortable against the skin, it only takes half as much of it (by weight) to provide the same amount of warmth as wool. And like polypro undies, polyester pile wicks better than wool, retains less moisture, drys out much faster, and retains virtually all its insulating ability while drying out.

Nothing is perfect, however. The polyester pile garments become heavy after inundation, they tend to droop a little if repeatedly stretched, and they will 'pill', or get little fuzz balls after a while. But big deal!

Polvester pile garments come in a variety of styles. Ranchers, commercial fishermen — guys who just want to be warm and don't care what the hell they look like — go for pile cardigans and pants. Guys and gals who like the warmth but want to look a little better go for the jacket styles, which because of the ribnylon cuffs and hems don't dry quite as quickly. There are also pile vests, pile bala-

clause, the socks, and kid's pile. There are many summer days on the day when policister the pants and a ton. In whom policino undes — would be a length combination.

For tash made waves and gents—and Jenn for sacs this stort is too a drape there is a policister ple that is brushed on both sides and calexa bunting. Bunting and it does not smaller comes in succeters, wavests, and pants. The big difference between the regular not uster pile and bunting is that the latter is less porous, this makes for greater und resistance, but I doesn't ventilate quite as well. As such, bunting "comes into its own for less active sports in deric mates"

Mind con, potential or the theeries, policester prefix regular or bunting — are not but themselves enough to keep you worm, because of necessity they are parous for centi-



FOR SUCCESS

lation. Consequently none of them are designed for cutting a cold wind or keeping water out in the first place. For them to be practical you have to either wear foul weather gear or get one of the shelled bunting jackets with a waterproofed nylon shell.

All this new information can be tough to digest at once, so we asked Jennifer and Kathy to come up with two outfits; one for a wet and windy summer day on the center of the bay; and a second for a long, wet, cold, foggy, nasty multi-day trip up the coast. Here's what they recommended:

For a summer day: Polypro socks, normal polypro undies, and nylon shelled bunting jacket. (It seems to us that since the shelled bunting jackets don't waterproof you as well as a good suit of foulies, you might substitute a sweatshirt and your foul weather gear for it.) Either way it's a good lightweight package that should give you excellent freedom of movement and warmth.

For that nasty coastal trip: Jennifer and Kathy reluctantly recommend the expedition polypro underwear, advising that it might be too warm (is that possible?). If you're a very active sailor, they suggest that the normal polypro undies is the correct choice. On top of the long undies go a pile cardigan and pile pants. Top it all off with polypro gloves, socks and balaclava.

If this outfit doesn't provide the necessary warmth, just add another layer of your





Above, bunting jackets look terrific and feel fine. Left, the Love Machine gang at Miami in their 'team' bunting jackets and vests.

choice. According to Kathy, dressing in light layers is the best method because it allows you to easily adjust your wardrobe temperature depending upon the weather and how active you are.

Well, that's what we've learned, and we're pretty excited about the stuff. We haven't had time to test it thoroughly, but were very enthused about what we have tried. You'll not catch us in cotton long undies ever again. Over the next few months we'll be trying different kinds and different

brands of this gear and will let you know how it works out. Meanwhile we'd be interested in your comments if you've tried the stuff.

Incidentally, Patagonia has something called a "Professional Purchase Program" for those of you putting together a big race campaign or heading off on some wild sailing expedition. Under this program, a few selected boats and sailors may get free gear or gear at greatly reduced prices in return for evaluating the gear, photographs, and testimonials. For information call Jennifer at (805) 643-8616.

- latitude 38

CABO CROWD

In Volume 56, we began brief rundowns on some northern California boats we'd met in Cabo San Lucas this December. This is a continuation of that feature, plus a 'holidays in Cabo' report, and more interviews, courtesy of Doug Wilde.

SHADOWFOX

One of the thoroughly prepared couples arriving at Cabo San Lucas were Mark Rudiger and his lady, Kay. One reason is that Mark is a partner in a marine refrigeration/corrosion control company so he also knows boats. He's also a regular crew on racing boats like Lois Lane, so he knows how to sail. But Kay's an integral part of it, too. She loves being on the boat, does about half of the sextant work. and absolutely enjoys the cruising. "I can't imagine living on land", she says after 4 years.

Shadowfox is a Carlson 29, designed about 15 years ago by an east coastie and built in Spain of strip-planked mahogany and iroko. Mark purchased her 4 years ago from sailing writer/editor Mike Dobrin. At the time her interior was in good shape, but the outside of the boat was in poor condition. Now, after \$30,000 and 4 years of tenacious work. Shadowfox is a wellequipped gem.

Mark made many modifications to the

boat. One big improvement was replacing the old mast with a 4-ft. taller stick. Another was the addition of bow and stern pulpits fabricated by 'Werner the Welder', which makes the 29-footer 'feel' like a 32-footer.

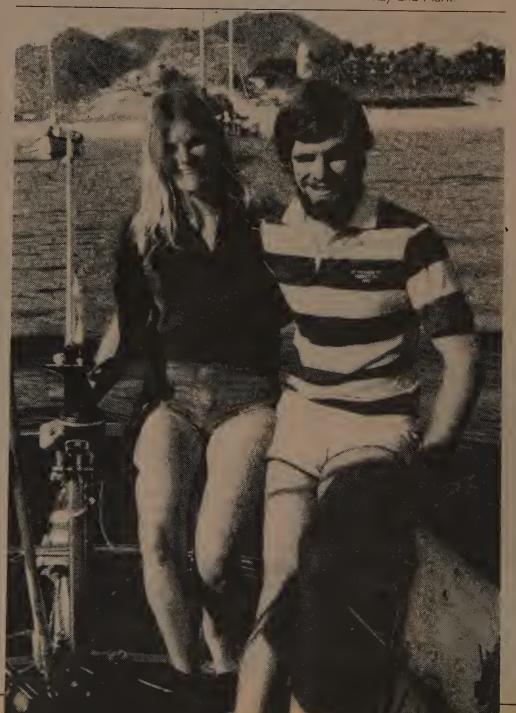
Originally Shadowfox had no engine, but they installed a Petter 6 h.p. diesel; Mark and Kay are sailors however, and only burned 9 gallons coming down.

Even from a distance you can tell they love their boat. The wood is just

beautiful, inside and out, be it varnished or painted. There are also numerous new pieces of custom woodwork crafted by Jim Brady.

Rather unusual for a cruising boat of this size, Shadowfox carries 11 bags of sails, including several spinnakers. Mark likes to have the correct sail up and drive the boat. He was pleased to report that

Kay and Mark.





when a rainy thunderstorm blew them out to sea off San Diego, they were still able to average 10 knots — terrific trucking for a 29-ft. cruising boat. When they aren't steering by themselves, the boat's Navik vane worked well in as little as two knots of breeze.

A drawback of their smaller boat? The water capacity is only 25 gallons, so they have to carry 25 gallons more in jury jugs.

One piece of electronic gear many of the other cruisers would have liked during the run down the coast was the Pernicka radar detector. Mark and Kay figured it detected about 29 of the 30 freighters they saw. and several times awoke them to warn of an approaching danger. In some conditions the Pernicka would pick up ships

PARTII



as far as 20 miles away, but Mark and Kay figure the unit was directionally very accurate at a distance of 2-miles — reasonable time to take evasive action.

Shadowfox took the record for having the most sextants. The lowest model was a plastic EBCCO

Luciano's, Cabo's pizza parlour. which they claimed "probably came out of a cereal box", but is nonetheless ideal for nasty conditions when you know your instrument is going to get wet. An early Davis plastic sextant was good, but the newer plastic model with the 'polarizing screen' instead of a split mirror drew rave reviews. They also carred a British-made



solid brass Husun that was originally used on a WWI submarine. A beautiful piece of work, it is too heavy for casual use.

Mark and Kay,

who say "the longer

you sail the more you're aware of possible dangers", were close to two boats that encountered difficulties. The first was the C&C 61, Triumph, which went aground at Punta Tosca where Shadowfox had just upped anchor in a thick fog. Mark figures the big boat anchored when a powerful ebb tide was emptying out of Mag Bay and then was swept into shallows with the ensuing flood. He says the depths in the area are much less than indicated on the charts, and the area may be shoaling rapidly. Shadowfox couldn't assist because of the fog, but Mark figures Triumph's captain perhaps never received any help because he was so calm on the radio; he'd conversationally report that they were aground, that they were in need of a tow, and that if they didn't receive one, would be in danger of losing the yacht. [Triumph eventually worked herself off a few days later.]

The second boat in difficulty was a

powerboat that not only had engine trouble, but not enough fuel. They were lost, too. A day's sail north of Cabo, Shadowfox and 4 other sailboats began a sweeping pattern to try and find the distressed vessel. A nearby powerboat declined to join the search, explaining that he liked to be safe at anchor when night fell. Cabo's Port Captain wasn't much help either, advising that he didn't respond to emergencies on Sunday. Eventually the boat was located, despite the fact her skipper preferred to sleep instead of stand watch for the rescue boats. She was towed into Cabo by a powerboat full of volunteer sailors. Shame on the putt-putt crowd for not even trying to take care of their

Mark and Kay will be cruising as far south as Zihuantanejo, then make the crossing to the Islands, and return to the bay area by March. Work beckons, you know.

Shadowfox was the last boat we interviewed, but Doug Wilde, who took over our boat, spoke with several more northern Californians and reports on the Christmas holidays in Cabo. Here's his report.

THE HOLIDAYS

There was a big Christmas Party for cruisers on the beach near the breakwater in front of the Hacienda Hotel. Two hundred forty-seven cruisers attended, bringing nearly 200 dishes for the



'Uncle Bernie' at the pinata.

potluck. The main attractions were two pigs roasted in sand pits, and one barbequed turkey. This being Mexico, there was also plenty of Dorado, Wahoo and one Marlin.

The Christmas dinner started in the late afternoon and was followed by festivities which included a pinata party for the kids, caroling boats, and the trimming of a Christmas tree with the notorious trawler man, 'Uncle Bernie' as Santa Claus. Lots of spirits were passed around, and the party carried on long into the night.

A charge of \$3 per person had been levied for the pigs, tortillas, bread and related supplies. When all the accounting was completed there remained a \$287 surplus, which was immediately carried forward as the booze fund for the New Year's Eve Party. To no one's surprise, it didn't last long, but the drinking continued on late into the Mexican night. The New Year's festivities were held at the palapa behind the central volleyball court; over 150 revellers were present to celebrate.



The cruisers begin to convene for the Christmas celebration.

Eureka, and have made four long sails to the south Pacific and/or New Zealand on their 50-ft. Columbia yawl, which they originally purchased in Tahiti. At Cabo they draped a sheet over the volleyball net one night, and gave a

slide presentation of their previous travels.

The Jensens left
Sausalito in
November, only to
have their transmission conk out in
Monterey. 'Truck
Stop Bob' took a
mere 23-hours to
rebuild it and they
were off again. After



Gail and Bob Jensen.

coast, so they stopped at most of the harbors. Their least pleasant stop was San Nicholas Island, where genuine 40 knot winds made life uncomfortable.

The Jensens plan to spend three or four months in Mexico before heading off to Hawaii. After that, they may take off for anywhere, you never can tell.

SIERRA

Spending the winter in Mexico are Peter, Lynn, and lan, aboard their Stan Huntingford-designed True North, a 34-ft. double-ender.
Although they left from San Francisco, they'd had the boat on Lake Tahoe for quite a while.

Peter and Lynn were surprised by the lack of wind and the



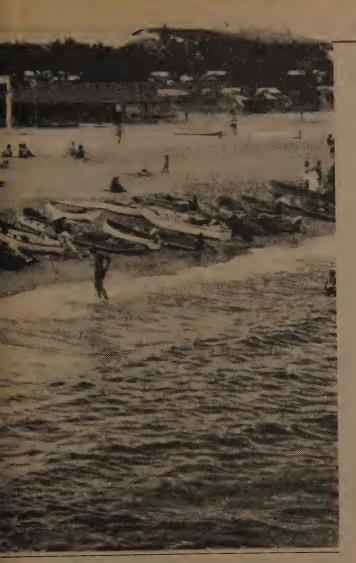
SIMOON

Bob and Gail

Jensen are from

The Jensen's slide show.

so much cruising, the Jensens have friends all up and down the



thick fog between San Francisco and San Diego. They had to motor most of the way. In San Francisco they'd been given the wrong papers and had to get all new ones in San Diego for proper clearance into

Ensenada. The oil scum in that port of entry was so bad it took an entire day to scrub it off their boat.

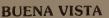
But things picked up from there. Sailing about 40-miles off

Lynn, lan, and Peter.



the coast, they ripped along at 6 and 7 knots most of the trip. It took 3 days for a stop in Turtle Bay, and another 4 days to Cabo.

The three of them will be heading to the mainland, afterwhich they plan to sail up into the Sea of Cortez before heading back north in the spr-



This Overseas 34 ketch is another boat out of Sausalito. The skipper is Rick Kane, who got his crew of Jane & Justine Frazee and Larry Augustine by "putting the word out" while in San Diego.

The four left San Diego in a thick fog. eventually anchoring anchored at Guadalupe Island,

about 150-miles off Cedros Island. The folks on Buena Vista highly recommend the north end of the island, where the

Site of the New Year's Party.

they got the plug pulled on them. Approaching the lights



very friendly people hosted them to a goat roast and lobster dinner. Trading wasn't bad, either. One '78 Penthouse and a beer bought eight lobster.

Next stop was the south anchorage of Guadalupe, where there were some unfriendly encounters with the Mexican military stationed there. They left for the mandatory stop at Baja's one really great all-weather anchorage, Turtle Bay.

At the next stop

The Rick Kane Gang.

at San Juanico village, the town suddenly shut off all the juice for the night. In total darkness Kane had no choice but to anchor off until the following day. It was well worth the trouble, however, as San Juanico was their favorite stop on the coast. The people were great and the water from the desalinization plant wasn't bad either.

Buena Vista is equipped with a Sat-Nav. and the fixes



CABO CROWD PART II

were good, but they only got good satellites every 10 hours. Something is haywire. Buena Vista is headed for the Mexican mainland, Costa Rica, and beyond.

SABRE

Hailing from Glen Cove Marina on the Carquinez Straits is Al and his 36-ft. steel cutter. The boat was designed and built "by Rathram" in Seattle.

Al sailed singlehanded from San Diego to Cabo over a period of 2 weeks. The last 400-miles were particularly arduous because his engine conked out. "That's when I really learned how to sail," he says. What he



sails in Mexican waters — was at least one big light air sail.

Greg and Al, on Sabre.

winter in the Sea of Cortez, and won't have to make any serious decisions about the future for another 20 months.

ISLAND BELLE

This is the second Mexican winter in a

of an institution — but after the season only made it as far back north as San Diego. This year, Al and Michelle plan to continue down to Costa Rica for the summer, and after that, who knows?

Island Belle is a



Dennis and January Riddle off Amanda.

35-ft. Block Island

schooner, planked

row for Island Belle and her longtime owners Al and Michelle. Last season they sailed down from Sausalito — where their anchored

with bagac, a wood that is virtually unknown anymore. Her design dates back to 1622 on the New England coast; she's very deep, 6-ft., and wide, 13-ft., for her length. Island Belle was sailed the entire way from San Diego to Cabo, most of the time flying either a spinnaker clewed to the bowsprit or a purple drifter. She was accompanied by an unusually large number of porpoises. and Michelle later read that the people of Atlantis used purple sails to attract porpoises.

In good winds the Aries was a standout, and in light airs they were "very pleased" with their Tiller-Master.



really needed — as does everyone who

Island Belle's Michelle and Al.

Al, who was in Cabo with Marji and Greg, will spend the

boat was something



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MAX

"Think this weather will hold through the weekend?" I asked a business associate as we walked across the parking lot.

He looked in my direction but didn't answer. Instead he just gazed off into space somewhere with a very strange expression on his face.

It was an unseasonally warm Friday afternoon, and I had been having a very hard time surviving a day at the office. The sun was out and the wind was blowing. Lunch at a restaurant in the marina was only a small consolation — watching the bay will never be like sailing it — and now we were on our way back to the office.

hink the weather will hold through the weekend?" I repeated.

My friend's eyebrows went up, his mouth dropped, and his eyes became very large. He assumed an expression of total disbelief.

"I should never have had that last cocktail," he was barely able to mumble.

"Are you sure you're okay? What is it?"

Still inarticulate, he lifted his shaking finger

to point at something behind me. A UFO? The Loch Ness Monster?

Then I heard the swishing sound made by air over spokes, the flutter of a loose leach, and the clicking of a freewheel. I turned around just as it whizzed by us at close range.

I couldn't belive my eyes, either. It seemed to flagrantly violate all the laws of physics, but there it was, tacking and jibing around the parking lot. We were both dumbfounded. It was a sailing bicycle!

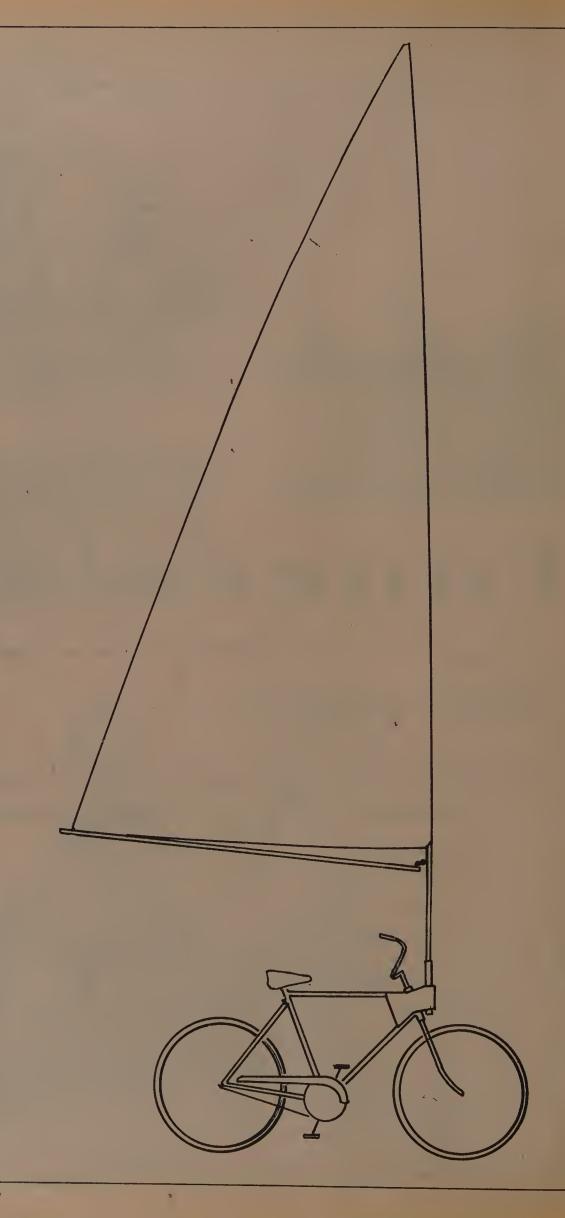
We stood watching for a few minutes as the cyclist (or sailor, or whatever), who could tell that we were awestruck, put the machine through its paces. It went upwind, downwind, highspeed reaches, circles, figure eights, everything but an outside loop! And he never had to pedal a single stroke.

It looked like an ordinary old three-speed bike, with a mast step in front of the head tube and a mast, sail and boom. There was no mainsheet — he held the boom with his leeward hand. Finally he came reaching over to us, luffed up, and coasted to a stop.

"Like to try it?" he asked.

"Never in a million years would I have thought that a sailing bicycle was possible," I said. "What keeps you from getting blown right over?"

"Gyroscopic stability," he explained. "And I heel the whole thing to windward, as you can see."



"Let me take a closer look at this thing, if you don't mind," said my friend from the office.

We inspected some of the contraption's details as the bicycle sailor took off his helmet. Two pieces of heavy plywood had been bolted together on opposite sides of the head tube and the forward part of the frame. A short piece of aluminum tubing, also bolted between the plywood, formed the mast step. The sail, obviously salvaged from the top half of a junked mainsail, had a handsewn luff pocket and one original batten. The gooseneck was just a pair of eyebolts through the spars held together with a shackle.

"It's crude, but effective," remarked the bike-sailor.

"Can you put this rig on any bicycle?" I asked.

"You could build one for just about any bike," he answered. "Three-speeds are best, because they usually have a longer wheelbase and more curve and rake in the front forks, which gives them greater stability. Also, the bike has to be heavily built to take the corsional loads (not to mention the crashes)."

"It looks like there are no holes or welds or anything drilled into the frame," said my associate, "so if the frame sizes were the same, you should be able to take it off and reinstall it on another bike with just a socket wrench!"

"Not exactly. Notice that the gooseneck—that is, the handlebar fitting—has been turned around so the handlebars are aft, instead of forward, of the head tube. Otherwise they hit the mast when you turn. Also, I had to take the front brake off and flip it around to the backside of the forks, so that it clears the plywood structure. This only works with side-pull brakes. Since I hold the boom with one hand and steer with the other, I have to have a working brake lever on each side."

"Couldn't you have both levers control the rear brake?" I suggested.

"Yes, and I might try it like that in the next model. But I'd rather have both levers work the front brake — which has a lot more stopping power."

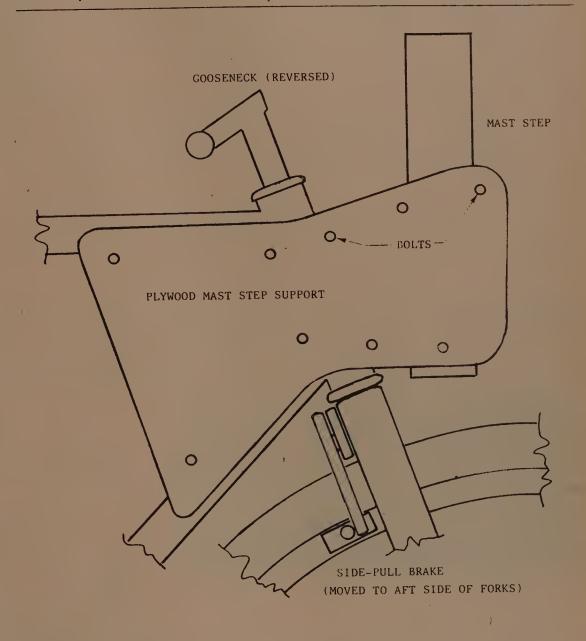
e could tell that we looked confused.
"When a bicycle decelerates, most of the weight is transferred to the front wheel, so it

takes a lot more force to make the front wheel skid compared to the rear wheel. Anyway, I can always stop just by turning into the wind, like a sailboat."

I made a comment indicating that I was quite familiar with how sailboats stop, and he repeated his offer to let me take the vehicle out for a spin.

think you're losing it, let go of the boom and head up!"

I grasped the boom with my left hand, pushed off, and partially filled the sail. Immediately the bike veered off to leeward, and I felt a burst of acceleration as the rest of

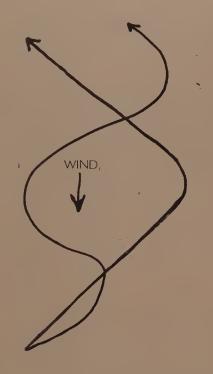


Land/sea interface.

Unable to resist temptation, a minute later I had strapped on the helmet and was straddling the bike with the sail blowing out to port, ready to get underway on starboard tack. I was advised to always check the area carefully for overhead power lines before sailing.

"Start on a beam reach and sheet in slowly," were the final instructions. "And if you the sail filled. I was going fast but completely out of control, still turning to the left. I would be by-the-lee in less than a second. Instinctively I ducked just when the boom flew across. Then another reflex took over and I hit both brakes hard, skidding to a stop on a port-tack close reach with the sail luffing once again.

"Never jibe unless you're going faster than



Frequent tacks are faster to windward than long legs.

the wind!" shouted the bike's owner. "You nearly wiped out!"

"It feels like the helm is way out of balance," I said, catching my breath. "But thanks for the ride — I'll try it again sometime when I'm properly dressed for it."

As he took back the machine he explained what had happened. "It's not a helm balance problem at all. The bike-riding reflex is to turn into the direction of heel. The sail adds a new set of forces, so you have to un-learn this reflex and correct heel with weight movement and sail trim. When you filled the sail, you heeled to leeward and reflexively turned downwind, putting more power in the sail, which made you turn even more in the wrong direction. I should have warned you about that."

"Are there any other tricks to it?"

"The right way to jibe is to first get on a fast broad reach — which in good conditions is about one-and-one-half times the true wind speed. Then when you bear off to a run, the apparent wind actually swings forward, and the sail luffs across. You switch hands, head up, and take off on the new reach when the wind comes aft again."

"How close to the wind can you point?"

"It's not very close winded — tacks through about 120° at best — because there's a large amount of parasitic drag compared to sail area. But it has so much speed potential, the best way to make progress up

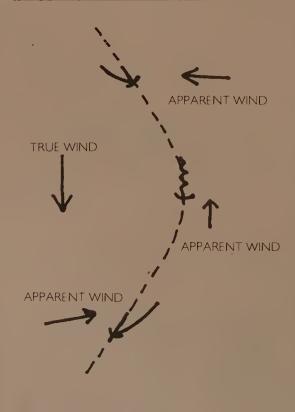
wind is to tack often, just the opposite of a normal sailboat. You close reach for a few seconds to get speed, then luff up and coast head-to-wind, converting the speed into up-wind distance, and then fall off to accelerate again. It's even more complicated when the ground is sloped. You have to beam reach on the uphill tack, and then sail a very close reach downhill with frequent 'bites' up to weather. You learn a lot about sailing in apparant wind!"

How does it perform against a conventional land yacht?" I asked.

"The land yachts are much faster. More sail, more stability, less drag. But no land yacht could tack up that driveway over there, or sail between those posts and down that footpath. Also, land yachts need support vehicles — pickup trucks or vans — to get to the sailing area. My mast comes apart (it's made from broken Sunfish spars) so I can stow all the sailing gear onboard and I'm street-legal riding around town."

"That means you can ride it to the parking lot for the big regatta," I suggested.

"If I had someone to race against, that is. So far, this is the only one of its kind that I know of. I have drafted class rules for a



To jibe, broad reach faster than the wind. Falling off causes the apparent wind to swing forward, and the sail luffs across.



Strategy for a sloping windward leg.

development class, though, which are really very simple: The bike has to be a standard production model with no custom parts, except for sailing equipment and brakes; the luff of the sail can't be longer than 12-ft.; and the total developed area of the sail can't exceed 40-square feet."

Can the gears and chain be taken off for racing?" asked my business friend, always looking for an angle.

"I don't know — probably for racing they should be. It would make it easier to enforce the 'means of propulsion' rule. For daysailing, though, it's nice to be able to pedal if you blow a tack. The purists won't like it, but remember that even the best soaring birds need to flap their wings once in a while to get out of a tight spot!"

We should have been back in the office a long time ago, so we thanked the bicycle sailor for the demonstration and shook our heads in amazement one more time as he sailed off towards the next parking lot.

I think we still have a few years before we see large fleets of these things racing around otherwise deserted shopping mall parking lots on Sunday afternoons. Meanwhile, if you're driving around the marina and see a starboard-tack bicycle approaching, better give it a wide berth — it has right-of-way!

Latitude 38 t-shirts



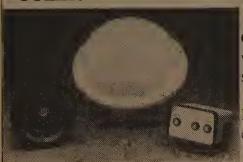
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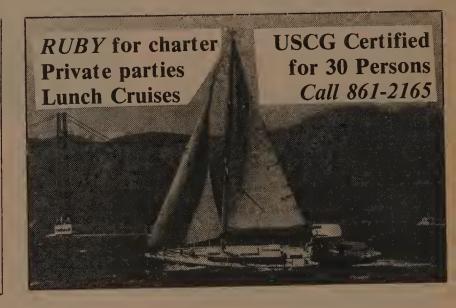
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CHANGES

We're fooling around with our Changes in Latitudes format a little bit this month. When we had it in the front of the magazine in the half column format there really wasn't much room and it made laying out photographs difficult or impossible. Since we've been getting so much stuff, we've moved Changes to the back, where we hope you'll learn to like it.

And remember, keep that stuff flowing in!

Endeavour — CT-41 Danette Jones & Norm Parish, Loreto BCS Mexico

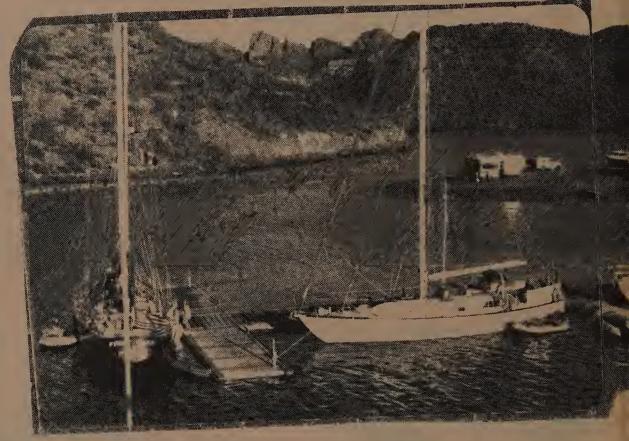
Greetings from Puerto Escondido. The Endeavour, a CT-41 ketch out of Seattle, is sitting out another winter of northers at Puerto Escondido. We look forward to mail, especially when it brings a copy of Latitude 38. We just received the January issue and read with interest about Puerto Escondido from the air. Thought you might be interested in our view from the sea. I hate to send in such negative comments but this is the way we see it:

New Marina or Submarine Base??

Puerto Escondido is experiencing a period of rapid growth, the result of millions of pesos being poured into Baja California by the Mexican government. The area between Puerto Escondido and Loreto is a constant beehive of activity with the construction of a new golf course, hotels, civic center, commercial zones, power station, clinic, police station and trailer park.

Puerto Escondido itself is experiencing many pains with the new marina under construction. The basic design is reportedly British and a proven concept, but unfortunately not for Mexico. The dock sections are constructed of large styrofoam blocks covered with reinforced concrete. The concrete, in this case, is made with beach sand which must adversely affect its strength. The inner core of foam has no water barrier and saltwater will eventually seep through the concrete to soak the foam flotation. The dock sections are bolted together and anchored to the bottom by chains looped around 1" reinforced bar poured into the concrete anchors. One wonders how long it will take 1" reinforcing to rust through? The chains have to have enough slack to allow the docks to rise and fall with the tides.

The most serious problem with the docks is their location within Puerto Escondido. The bay itself has long been noted as a hurricane hole and favorite summering place on the Sea of Cortez. The bay is almost completely land locked which eliminates any surge from building up but there is no real



protection from the wind which funnels through the 'windows' at the north end of the bay. During the winter months the northers blow with unnerving regularity with steady winds in the 20 to 40 knot range. For a boat sitting in the bay at anchor, Escondido is most surely a safe harbor, but such is not the case tied to the dock. Last November the marina was due to be visited, on a dedication tour, by outgoing President Portillo. The construction crews were working nearly around the clock in an attempt to have as many dock sections in place as possible before the presidential visit. The cruising community was asked to cooperate by bringing as many large boats as possible to tie at the docks for the ceremonies. The finger piers are too short to accomodate a boat over 25-ft., so most sailboats tied up parallel to the main docks. This was a very wise plan considering it put the boats facing the prevailing north wind and not abeam to it. Like cruisers everywhere a party was soon in progress but the president never showed up

Many boats remained tied up to the docks

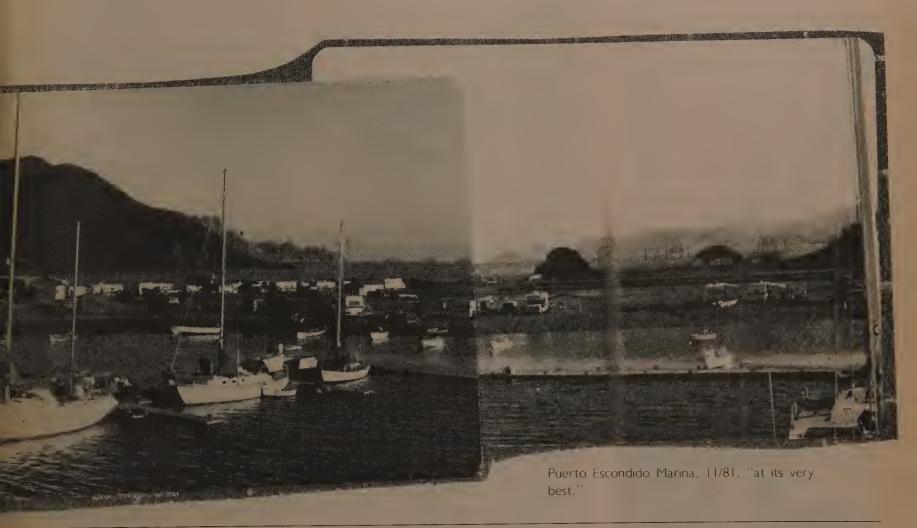
for the next few days. For some of us this was the first dock we had been tied up to in several years and during calm weather it was very enjoyable.

Once the wind sprang up again those of us still at the dock had a very tense night of pacing the spray washed docks trying to figure out if they would last until morning. The wind blowing full force across the bay and slamming into the marina, full of large, heavy boats, caused the docks to twist and work back and forth on the bolts tying them together. By morning several finger piers had broken off one or both of the bolts holding them on to the main dock. The result was several boats nearly trapped in between the loose fingers and the main docks. Fortunately no boats were damaged.

Since the first norther last November the docks have deteriorated with each major north wind. At one point every finger pier was broken off and several had flipped upside down.

A great deal of work has been done to try and repair the existing system. Additional anchors have been set in place and the at-

IN LATITUDES



tachment of the fingers to the main docks modified. The docks are nearly put back together again but we will not tie up there again.

There are provisions on the docks for power and water, neither of which has been available in Puerto Escondido in the past. We see no evidence that they will be operational in the near future.

The marina, although designed for large boats, seems to only be able to handle small trailerable fishing boats at this time.

Another phenomenon is the concrete dock sections seem to be sitting lower in the water all the time. There is some speculation that the Mexican government is waiting for the docks to sink to the bottom and have their first submarine base complete with submerged concrete piers.

Clytie – Ollie & Vicki Gardner Ferro ketch – Dana Point

Clytie, a big, exquisitely finished ferro ketch we were anchored with in Cabo San Lucas, reportedly caught fire while sailing between Cabo San Lucas and La Paz. Fortunately there were other cruisers around who were able to take the owners, Vicki and Ollie Gardner, off to safety

One of the good qualities about ferro cement is that it doesn't burn. After the fire burned out and some preliminary work was done. *Clytie* was powered back to Dana Point.

The Gardner's apparently have not given up their cruising dream, and have already set to repairing the boat.

Nervana – Nor'Sea 27 Tony Badger – Palo Alto

Along with a crew list application, Tony Badger, who is shown with the ketch he sailed 70K on, sent us the accompanying photographs and "some thoughts regarding my present state of mind regarding the question of: Other." Here are his thoughts:

Questing for Other:

Searching for the *Other*, not distant islands in the sun, is the quest of the moment. Since 1968, I have been voyaging & bringing up my two daughters aboard our 50-ft, ketch *Gaucho*, somewhere on a distant island in the paradise of the South Pacific, it has grown to it's present proportions that is accentuated even more by the fact that both my girls are now grown up & in college. Sailing is my life. Bringing up islands

on the horizon — that I can do with no problems. But finding that *Other* to share it with makes celestial navigation look like child's play. Paradise has no meaning without someone to share it with. I find that the boat, the departure date, the destination to be variables within my complete control. But the *Other* well, that is another story. Each one of us, in our own way, is as hard to shave as *Cape Horn*. The *Other* is the most

Tony's girls aboard Gaucho, Brazil '76.



CHANGES IN

elusive Island of all, and the only one that will really fulfill that inner emptiness. Here is



1976, Tony's old boat Gaucho in Argentina

a cheer to your magazine, & to the questing for the islands of *Other*.

By the way, if you are thinking of signing on with Tony, be aware that he's replaced his 50-ft. Gaucho with Nervana, a Nor'Sea 27.

Dawn Treader - Rick Brigham H-28 - Kailua-Kona, Hawaii Canadian Rick wrote a piece on Kailua-Kona [Volume 54, Hawaiian I] where he currently is in residence, and recently sent us an update.

The big story at Kailua-Kona is that of the strong Kona winds — they blow out of the southwest in the winter, the opposite direction of the normal trades — which lashed the Big Island. There was damage to roads, homes, and businesses on land, and out in the bay there were problems, too. On February 10 a sailboat in Kialua Bay broke free from its mooring/anchorage during the storm and ended up in front of the Hulilee Palace seawall. According to Rick, "it pounded too long and is now in that great sailboat heaven in the sky". On Thursday a second boat broke loose, but was more fortunate. After spending a day on the rocks, on Friday it was pulled over to the Kailua Pier "By a cable attached to the boat and a jeep with a winch".

Rick's Dawn Treader survived in fine style because at the first sign of Kona winds he moves Dawn Treader to Honokohau Harbor, about 3.5 miles away. There are no guest slips or facilities there, but Rick says in adverse conditions "it is permissable to seek shelter in the harbor." There is lots of room in the inner harbor, but a courteous sailor, Rick encourages everyone to "respect the rights of folks who have end ties and not cause any obstruction." Rick drops three anchors, both for his own piece of mind and to protect the other boats in the harbor.

On a more pleasant subject, he mentions that his scuba course is being held at Kealakekua Bay, where Captain Cook's monument is. He says, "what a fascinating world under the surface of the waters we all sail upon! Just off the monument is a wall, almost vertical, of coral and it extends down to 100-ft. beneath the surface. So fine to float, weightless, at that depth and do summersaults, spins, tumbles, you-name-it . . ."

In conclusion he writes: "I need only lift my head (which is often!) and glance out a port — there is Mauna Loa with her white mantle of snow off in the distance. Yet here at sea level it is a tropical paradise. What a wonderful place, this Island of Hawaii."

Tinus & Lois Holwerda Poppema San Carlos Marina, Sonora, Mexico

Since you recently covered Puerto Escondido as a summer refuge in Mexico, we'd like to let you know there's another place we like even better: San Carlos Bay, which is just north of Guaymas; it's across the Gulf of Ca-



lifornia/Sea of Cortez from Concepcion. What we liked best about it was being able to leave the boat in custody. We were gone 5 months last summer (June through October), which cost \$30 per month for our mooring and \$50-\$100 for the paperwork. We left a deposit of \$750 from which the costs were deducted when we returned. We found the boat just as we had left it — except that 3 of 10 plastic portholes couldn't take the heat: one Vetus broke at the hinges and the Pyhi's broke at the hasps when we opened them. On the other hand, our tape deck quit chewing tapes, maybe because the weather is now quite cool. (We're still on our mooring waiting for the last porthole replace-

We know five others who left their boats here as long or longer, and they all had similar good experiences. Some other friends simply anchored and spent the summer here; the rains cooled them off a little. Other people have bought their own moorings because they spend so much time here — or their boats do.

The bay is spectacular and spacious. The fishing is usually good (this is a sportfishing center, so there are many more power boats than sailboats in the marina and the water is

Post card of San Carlos Marina.

safe. You can send and receive mail through the marina. A bus (50¢ each way) leaves every 45-minutes and is in Guaymas about a half an hour later. However, there are three small markets, a bank, two restaurants, a church, a library and other shops right here to serve the little community of campers, boaters and residents which are primarily retired Americans. Fuel is available from a dock that presents no problems.

Altogether, we've found it to be a pleasant and convenient place to wait for our portholes. The campers are on the other side of a steep peninsula from the boaters, so there's no conflict. In fact, the only place we usually see each other is at the Spanish lesson once a week — taught by a woman whose gift to Mexico is her Spanish class for Americans and her English class for Mexicans.

Being close to the U.S. has been convenient for reprovisioning and receiving parts. But beware, the 6-hour trip from Nogales costs us \$147.47! We'd booked a Hertz through AAA in Michigan, but when we arrived at the Hertz desk in a hotel in Nogales, Mexico, we were — fairly enough — told what it would really cost us. We had to pay for the decrepit, grungy, VW bug's return trip to Nogales, for one thing. But-we had

too much stuff with us to try to get back to the boat any other way, and it *did* get us safely there. Next time we'll take the Autovia for \$10. The bus must cost even less. We're now receiving things through friends who live in Arizona, but arrangements can be made with a Tucson store to get parts, and there will soon be a marine store at the marina.

We sailed across from Concepcion at 5 p.m. one afternoon in May and arrived the next morning to see the Tetas de Cabra 'Breasts of Goat', marking the entrance to the bay. Coming from the south or at night can be frustrating, hazardous, or difficult we understand. The current sets toward shore more than one expects, so shallows and sand bars have surprised people who thought they were 30-miles offshore. A new light is on the right side of the entrance, but most charts show the previous light on the left side, so that's the most serious hazard. We're told that it's best to come up Baja and cross if making the trip from Puerto Vallarta for example to San Carlos.

For those who do choose to spend some

LATITUDES

time here, there are beaches (hiking opportunities on all sides, a tennis court close by, and many coves a few hours' sail away. Fishing boats spend a lot of time at one cove, and we bought a kilo of beheaded shrimp for \$8. (We've read suggestions to trade whiskey and *Playboys* for fish, but hope cruisers will give some thought to those who will eventually pay for their "cheap" shrimp and lobster. Pesos are less likely to harm women and children.)

For information or reservations, Terry and Ed Grossman run the marina: Marina San Carlos, Apartado 565, Guaymas, Sonora Mexico. Phone 011-52-622-60230.

They and their staff have been terrific — efficient and friendly.

P.S. — Someone just loaned us the Dec. '81 SSCA Bulletin; on page 325 Millard and Rosemarie Wooley covered San Carlos and mentioned that it's possible to get a slip when one of the boats is out. We haven't, but the access to electricity and water is another attraction of being here.

Genesis - 'George'

Made use of your Cabo map this past week. It was indeed very helpful. We are now in Puerto Vallarta and bound for Los Hadas after a short stop off in paradise — Yelapa.

Something you didn't mention in your article was that an Import Permit must be obtained from the gent who comes to Cabo only on Sunday and Wednesday when the ferry comes in. The ferry was late on Sunday so the gent didn't show up — so much for the Mexican way of life.

The January issue of Latitude 38 has been passed to at least 7 other vessels including

The Puerto Vallarta ferry unloading at Cabo San Lucas.



CHANGES

some of which you mentioned in your article. Yes, they are still there. See you all in May.

George

George — You're so right about the Import Permits if you are going to the mainland, and the guy you need to find is really a tricky one to catch. In fact, he may be real trouble to find now, as we recently saw the Puerto Vallarta-Cabo ferry hauled out for maintenance in San Diego.

Devaluation — President Jose Lopez Portillo — Mexican Peso — Mexico City

Folks cruising in Mexico during the middle of February got a super bonus when Mexico allow the peso to float. What this means is that the same dollar that got 26 pesos on Thursday brought 40 pesos on Friday.

Thus the price of fuel, food, lodging, and everything else in Mexico is cut by almost 50%. No doubt the cerveza flowed like water when this wecome news reached the cruising boats. During the last several years prices in Mexico had risen sharply, so that it wasn't the economic bargin many folks had expected. But now it's another story. Your friends whose cruising kitty was only good for 6 months might be gone a year.

Who loses? Well, if you're one of those folks who responded to the billboards advertising 34.46% interest [Vol. 56, Cabo

Crowd], you just got killed.

Tropic Bird – Kings Legend 41 Brian Saunders & Inawa Paviour-Smith Taipei, Taiwan

Brian Saunders, who over the past decade has worked for several local yacht brokers, has headed off cruising. Again. His two previous editions were to the South Pacific, but this time it's off to Taiwan to pick up a new boat, followed by a leisurely-paced trip to the Mediterranean. Accompanying him is Inawa Paviour-Smith, a companion he'd met in New Zealand on the second of his south Pacific jaunts.

It was way back in his "murky past" — 1974, to be exact — that he first took off for distant waters. In his 37-ft. Ed Monk ketch, Kayoko, he spent a year in Mexico and then a second year in the Marquesas, the Societies, and the Tuamtous. These latter islands are his all-time favorite cruising grounds, because "the people are friendly and there is so little tourism. At least that's how it was: the Marquesas are soon to be getting their first big hotel.

Arriving back in the States in 1976, he sold Kayoto to Redwood City's Jim Bunker



(who took her to Mexico last year). For two years Brian again worked as a yacht salesman, while living aboard *Squarehead*, a 1914 delta hay scow that's exactly like *Alma* except for being half the size.

But by 1978 his toes began to long for the tropics again and he purchased *Spectra*, a 39-ft. center cockpit wood sloop. It was designed and built by Ronald Linderman at Makaha Beach in Oahu, a place you no longer want to be white after dark. It was Linderman's ninth boat, one he lived on for ten years, raising two kids in the aft cabin.

Brian's travels on *Spectra* were as follows: a 20-day sail to Tahiti where he stayed for three-months. Then it was to Bora Bora for a few weeks, Roratonga for 2 weeks, Samoa for 6 weeks, Tonga for 4 weeks, Fiji for 3 months, and then the 1,100-mile passage to New Zealand where he sat out the hurricane season and met up with his Kiwi lady, Inawa.

The next stop was New Caledonia, but the plan to visit the New Hebrides fell through. It was July of 1980, and an Arizona real estate developer had riled the natives up into a war of Independence against the 'Condominium Rule' of the French and British. Apparently it turned out to be little more than the tossing of bananas and sandals, but by September Spectra was on her way back to California by way of Fiji, Samoa and Hawaii.

Probably a lot of you readers would like to know exactly how a guy like this can support his cruising habit. The way Brian did it was



IN LATITUDES



Inawa and Brian wave 'adios' to California

by doing 'straight line' charters, which simply means he takes on paying passengers who are willing to go where ever he happens to be going. Such berths were open for periods of between 2 weeks and 3 months; he charged the modest sum of \$150 a week, although the crew was expected to help paint, sand, and varnish, as well as do other little jobs.

According to Brian, "It was a worthwhile adventure. I was making money, but not enough." The way he figured to make 'enough' money was by getting a boat with 3 double staterooms that 2 people could still handle, and get back into the straight line chartering business.

While thumbing through the pages of *Taiwan Monthly*, a periodical produced by the Taiwan government to stimulate exports, he found just the boat he needed. It was a Sparkman & Stephens 49-footer designed specifically for the charter trade and to be built in the yard that had done all the Peterson 44's.

Original plans called for him to take delivery of the boat in Hong Kong last December, where a good number of charters had already been lined up by Mary Crowley's Ocean Voyages. After 4 months in Hong Kong it was to be 7 months in Singapore, 3 weeks in Penang, 3 weeks in the Nicobar Islands, 3 weeks in Sri Lanka . . . but it never happened.

Like all sailors, Brian had his share of pro-

blems. With a difficult financial climate he was unable to sell *Spectra* until February, and even then found himself a little short of the funds necessary for the Sparkman & Stephens 49 — even assuming he could get the factory to sell him a boat direct.

Instead he's opting for a smaller and less expensive Kings Legend 41, a boat that Eva Hollmann had "cleaned the lines up on" for Sen Koh Shipyards. From the pictures it appears to be a 'splash' LaFitte 44 — although it's of course shorter, is relatively narrower, and has an inside steering station. Since it only has two double bunks, when charters are aboard, Brian and Inawa will be sacking in the main cabin. You can't always get what you want.

We've heard of sailors who got fabulous deals in Taiwan — or so they claimed — and we've heard of others — many in fact — who have lost virtually their entire investment. How, we asked, did Brian figure to protect himself? He explained the way to do it is to get a Letter of Credit from your bank for 100% of the boat price; in such a case the money really belongs to the boatyard, but only after you approve and take delivery of the boat.

That might protect his investment, but even Brian, a man with lots of experience in the field, isn't 100% sure of the potentially hazardous dealings with the shrewd Taiwanese. "Who knows," he says philosophically, "I may get shafted, like everybody else." But he figures he can eliminate some of the shortcomings that plague some poorer Taizwan boats by camping out right at the yard while the boat is being completed.

One thing's for sure, he and Inawa got a great deal on their plane tickets to Taipei — only \$238 each from San Francisco. It's on World Airways, which Brian refers to as 'Air Refugee'. Apparently the planes are filled with refugees when flying west-to-east, but are empty going back the other way — thus explaining the sensational price. Brian arranged a pretty good deal on shipping all their boat gear, too: new windlasses, self-steering vane, SatNav — literally one ton of stuff airfreighted at \$1/pound.

Brian and Inawa left for Taipei on the 19th of February and hope to be in Hong Kong by March to start getting straight line charters from Ocean Voyages. The rate will be \$90 a day including everything "but liquor". Most of these charters will be 7 to 14 days in length and are designed to give folks the opportunity to find out if they really want to make ocean passages before making an

enormous financial committment to a boat of their own. Saunders figures he'll not get rich, but will be able to live well and travel in a fashion he hopes to become accustomed to.

What about insurance? we asked. Ocean Voyages requires it, he said, and he would be getting full coverage from Lloyd's of London at the price of \$3,000 a year. Surveyor Jim Jessie had just been by to do a survey on Brian — not his boat — but Brian himself, for Lloyds.

Well, Brian's gone and so is Inawa, but they'll be back soon. In these very pages of Latitude 38.

Coaster – 41 Petersen schooner Stephen Royce et al Isla Partidu, Baia

We're sitting here on the schooner, Coaster, anchored in a desert canyon on Isla Partida, about 20-miles north of La Paz. Thought maybe we ought to check in and let everybody know what we're up to. We've been meaning to write for months, but what with getting the boat ready and then all the little chores of cruising life, there just hasn't been much time. Right now though it's too windy to sail, with gusts up to 40 knots coming down the canyon, and all I've got to do is sit here and make sure the boat doesn't blow



One anchorage at Isla Partida.

up into the cactus 150-ft. away.

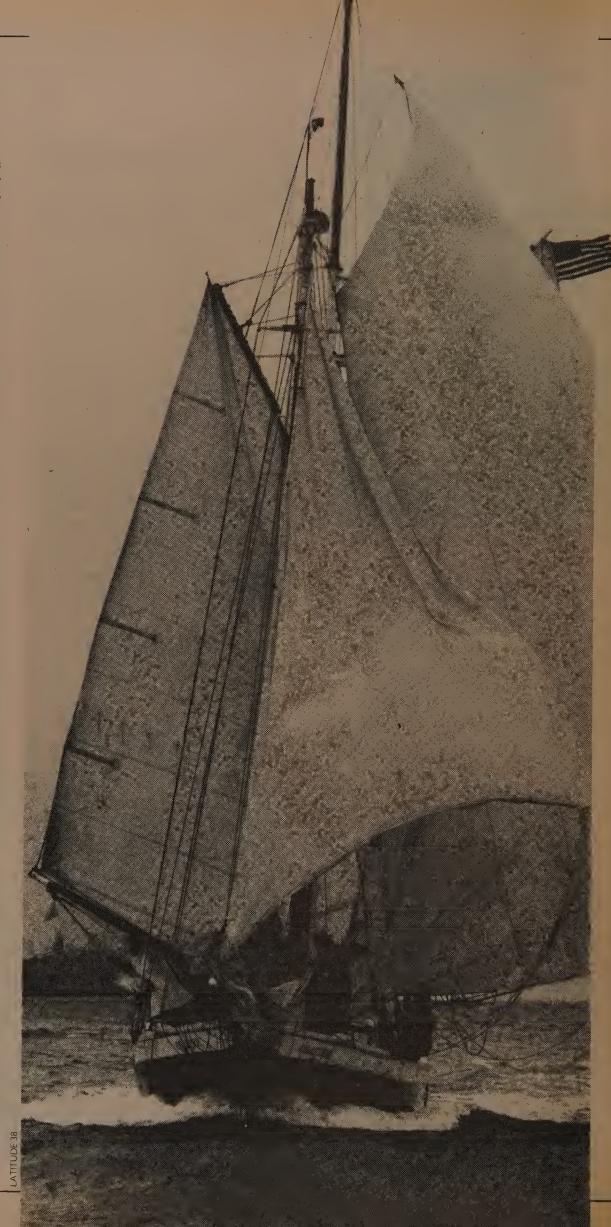
A lot of you may remember Coaster. She's a green, 41-ft., gaff-rigged, Murray Petersen-designed schooner from Santa Cruz. Most years we've come up to San

Francisco for the Master Mariner's Regatta and have won the large gaff division four times out of the last seven years. Right now our crew consists of skipper Stephen Royce, Sharon Erspamer, Burke Murphy, and John Ricker. We're cruising the boat through the Panama Canal to Marblehead, Mass., Coaster's original homeport 45 years ago. From there, who knows? The skipper has faraway places in mind and a six year leave of absence granted by the benevolent Santa Cruz Port Commission.

The trip so far has been just great. We left Santa Cruz in mid-November and spent about six weeks in San Diego, getting the boat squared away. The three weeks we spent high and dry in the Kettenburg "Yacht Club" were the highlight of our stay. We waited until we got our January copy of Latitude 38 and then left San Diego, headed straight for Cabo San Lucas.

We motored most of the way until the night off Cabo San Lazaro when we finally got enough wind to let this old schooner take off. First we put up the Claw (genoa) with the gollywobbler wung-out on the other side, and started reeling off the downwind miles through the moonlight. Toward dawn, as the wind came around more on the beam, we put the golly and the Claw on the same side and raised the main and the main topsail. As we went south, the wind freshened and we struck the gollywobbler, putting the foresail up in its place. In the late afternoon, the wind turned into a full on norther, sweeping out across the plains of La Paz. (Even 15-miles offshore we could smell the sagebrush.) We reefed the main and pulled down the Claw, hoisting the staysail instead. Just before dark, with the wind still freshening, we struck the fore. But that big gap between the mast made the steering squirrelly, so we put it back up with a reef in it. What a night! Blasting along through phosphorescent seas at 8 knots, warm tropical water coming over the rail and warming our feet in the cockpit. Just flying to Cabo.

The wind had pretty much died as we eased around the ragged granite point at Cabo in the first dawn light. We dropped anchor in the harbor and proceeded to welcome ourselves to Mexico. The Port Captain was very friendly and made extensive corrections to our paperwork with liberal doses of whiteout (cross-outs are unacceptable). A freshwater shower was welcome, even if it was just a 30 peso lukewarm dribble in the Bano Publico. And our first honest-to-god Mexican seafood, served out on a bouganvillea-



CHANGES IN LATITUDES

draped terrace, made us feel like we had really made it. (The Cabo map in the January Latitude 38 was much help.)

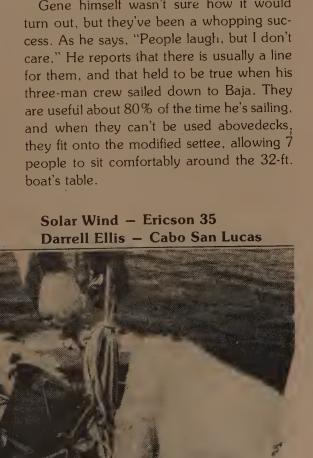
After our day in Cabo, we spent beating our brains out up to La Paz. We bought cerveza, tortillas, cilantro, and tequilla in La Paz and came out here to get away from the waterfront cruise scene and sodium vapor lights that shine out on the anchored yachts. (Even 100 yards out you could read a book on deck at night.) We're here for about a week, exploring the Island with some biologist friends from Moss Landing Marine Lab. Great place! It's sort of like sailing around among the desert mountain ranges of southern Arizona or New Mexico. We're anchored at Ensenada Grande, about a halfmile up a steep-walled canyon with cactus. pelicans, and frigate birds all around.

I guess that pretty much brings us up-todate. Within the next week we'll be on our way to Puerto Vallarta and points south. We still have a bunch of varnishing to get caught up on before things get too tropical. There's always something to do. We'll keep in touch periodically. Hasta Luego! The Coaster-Crew.

Whisper - Westsail 32 Gene Wahl - Newport Beach

You don't see many Westsail 32s equipped with high-backed sheepskin covered bankers chairs in the cockpit, but you see them on Gene Wahl's Westsail 32, Whisper. Gene's originally from Newport Beach, and we met him in Mexico as he was working his way to Panama, the Caribbean, and Europe. He told us the story of the seats.

At left, Coaster, Below, Gene Wahl's banker's



He'd purchased his Westsail 32 a yearand-a-half ago, and found that his one big complaint was the lack of a comfortable place to sit in the cockpit. And even if you sat uncomfortably, there was no protection when the bow dug into a wave and sluiced the water back at your.

The solution, he figured, was to install some chairs; and that's what he did. But they weren't just any old ordinary chairs. No, they were chairs he bought in the 50's on Upper Montgomery Street after they'd put in good service as loan officer's platform chairs at Wells Fargo Bank. (In the old days, loan officers sat on platform chairs and looked down on insects like you and me who wanted to borrow their money.) After purchasing them, Gene aged them for 20 years in his game room, before letting them on the

To install them on the boat, he took all the original hardware off and replaced it with hardware that would allow it to slide and swivel on the genoa track he laid down in the cockpit. He covered them with sheepskin covers so they could be used when wet or

Gene himself wasn't sure how it would



Darrell Ellis, losing that great tan.

A line or more to inform whoever, the further adventures of the Solar Wind. Rick and I made the passage from Cabo to Puerto Vallarta, spent the holidays there and Rick flew back to the bay area about 7 Jan. 82. I unfortunately got the big bad bug and nearly died. I sailed back to Cabo and anchored the Solar Wind then flew back to S.F. I intend to retrieve Solar Wind 1 March 82. (I lost 25 pounds and since have picked back 10 of them. The tan is also fading.)

Loved the Feb. article of the Solar Wind [Vol. 56, Cabo Crowd] and am enclosing a poem by Jim Bone, who left with us from Redwood City to San Francisco and did not get off until after the storm in Monterey.

P.S. — Jim is the helmsman that stuck us in the mud outside Redwood City.

Darrell

Oh no, all out of room for poetry! We once sailed into Puerto Vallarta, caught the bug, and wanted to die. From what we've heard, P.V. seems to be the best place to catch the bug in all of Mexico's sailing stops.

In Volumn 56 we reported on the plummeting cost of SatNav's. It's still coming down, with yet another contender for the low price title. Current champ is the European-made Shipmate SavNav model 5000DS, which is being sold at some locations for as low as \$2,750.

That's the lowest price we've seen — to date. No doubt it will change. Actually the prices of all the different low cost SatNav's are so close, you'd probably be best off shopping for features than price.

OUT OF MY MIND



The champagne was outstanding, the smoked salmon delicious and the view from the restaurant located on 32nd floor of St. Francis Hotel just gorgeous.

The convivial guests I had the honor to join for a Sunday brunch were also great: an editor of fantastic (regardless that sometimes my stories are published in it) northern California sailing magazine, a sensational couple of world-wide known sailors/writers on lecture trip in our area, and a successful boating businessman with family.

Looking at white triangles of sails appearing on pale-blue surface of just awakening bay, we were talking about ocean's, harbors and people. Then we switched to a theme which can be described as "my most dramatic experience on seas, land and in the air."

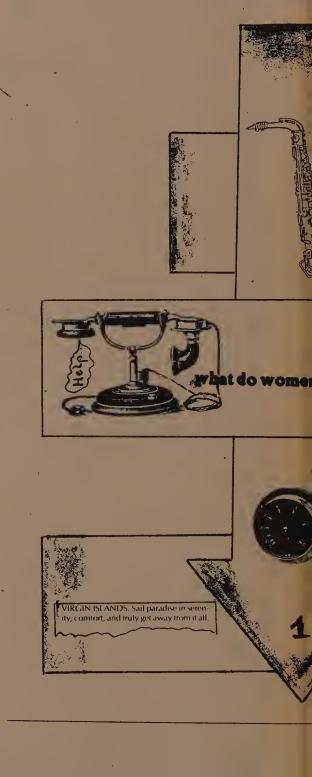
"I tell you what was most terrible for me," said the lady sailor. "During one of my many lectures a woman rose and said: 'You ruined my life!"

started to laugh, thinking that it was a kind of joke, expecting that the woman had said how the books about remote islands and seas, written by the person sitting next to me at the luncheon table, coquetted her husband so much that now he is spending all free time in a yacht club bar.

To my surprise I was only 50% right. Yes, it was a book, but matters were a little more serious. The upset woman explained stiffly that she and her husband, seduced by the enchanting and bewitching picture of oceans, simply sold their house, bought yacht and, of course not having any experience, started to sail. Where? Oh, for the beginning to Hawaii. When? Oh, just in January. Bagatelle!

Soon winter storms changed the already not too smooth passage into a nightmare. "We almost died on the ocean. Then we decided to return to California, being halfway to Hawaii. When we reached the land our yacht was in so miserable condition that when we sold her we got only a fraction of money we spent. We were never able to get back our house. You ruined our lives."

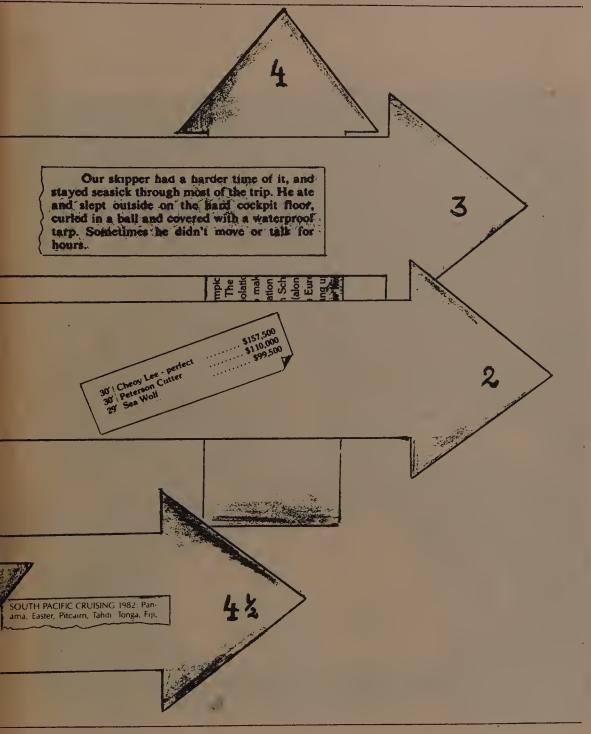
I had no doubts what to say about the whole affair, but my first thought was 'It will be perfect story for *Out of My Mind*.' It has all the juices for it: The wrong decision. The wrong time. The wrong place. And of course an attempt to blame someone else for own



stupidity.

We know that oceans, like mountains, like snow, like air, are dangerous. It depends only on us if ocean going passage will be a bliss or a nightmare. "You did not recommend to sail without experience in January on North Pacific," I said to my charming companion. Even if somebody would assure you that launching your body from Golden Gate Bridge is the clue of life, it will be your own decision as it will be your own body and your own epitaph. The same is with sailing.

TORTURED BY OCEAN



Urbanczyk schematic on the meaning of life at sea.

Nevertheless, oceans are still torturing many reckless people at their own high expense. This story is about such cases.

I remember excellently my days on the steel ketch Joseph Conrad. I was working hard, day after day, whipped by a torturing phrase "Andrew, come here!" I was one of few among the crew able to work despite days of sea fury, and there was a lot of work: broken pulleys of steering system, flooded engine (a hopeless case), sails in pieces, bilges full of water, etc.

Another "Andy, come here!" woke me only minutes after I fell into my wet berth

after endless hours of night watch. Half conscious, in the pale light of dying batteries, I perceived, to my biggest surprise, a guy sitting on a narrow berth bolted high over mine (so called swallow-nest) playing saxophone. Being sure that nobody was as crazy to take a saxophone for winter sailing, I was thinking that I am hallucinating. Not paying attention to next "Andy, come here!", I climbed up to swallow-nest to solve the musical mystery.

No, it was not a saxophone. It was shiny, white and long fisherman's rubber

boot. And the practice I had heard was a sound with which, killed by sea sickness, a crew member was returning everything he ate in the last decades. Just misery!

Sorry for serving such a juicy story. I did this to show the depths of sea tortures and the pain and humiliation people sometimes take when going on the blue water. I respect them even in their misery. If the oceans would make me sea sick I would always stay at least 100 miles from any shore. It is better to abandon dreams about south seas and hula dancers than 'practice saxophone'.

Many of us have wrong imagination about sailing: white clothes "a la Capt. Grant 1880", seducing sunsets observed from the deck chair with glass of Cinzano in hand, nude Mary in hammock, etc., etc.

Still many people go to the sea and ocean not knowing what furies are preparing for them. They probably think that pleasure, satisfaction, even fame or glory, are free and easy, waiting for anybody just like a book on a library's shelf.

One evening the sound of phone interrupted the noise of typewriter running under my fingers with the highest speed. A commodore of one of the bay area yacht clubs was calling with another "tortured by oceans" story. Somebody who worked hard to realize his dream about oceans, waves, sunsets and navigational games, spent a fortune to buy a so-called Dream Boat and after stuffing it with all members of his family became a navigator. Our shores, winds and fog are a hard examiner, expecially for the unprepared. Soon the captain and most of the crew got sick, tired and frustrated. The reality of oceans became terrible. The romantic voyage around the world ended in the nearest harbor with a call for help to find somebody who will take this boat to San Francisco while the crew recovers.

I do not know how true it is, but probably there exists a business based on the idea of buying yachts at very low price in some remote islands where tired and sick-of-it-all people have just one dream: To get out from it all.

A story maybe even more painful was described by Glenda Carroll in her excellent article "Twenty-Six Days To Hawaii" published in *California Living*. A voyage to Hawaii — the first leg of a dream cruise —

OUT OF MY MIND

was a night (and a day, too) mare for the owner of boat. He had prepared his voyage to the last detail, including hired crew, but forgot about himself. He believed that once

trouble, ignoring accounts of sea tragedies, is their own secret.

I think the whole problem is simple. Frustration and tragedies can be easily avoided.

dangerous, and painful for somebody who does not obey the rules.

Even experienced people can make mistakes. For them, Cruising World dedicated a

The day after Andrew submitted his story on "Tortured by Oceans", Bill Clune of Salinas sent a news clipping of the sad saga of another unprepared seafarer.

The sailor in this case was Bill Lewis, 35, a wood carver from Salinas. Lewis spent his savings, \$900, on a 30-ft. sailboat, which he took delivery on in Richmond. On December 19th, he headed south with his dog Bach. The weather report called for clear weather and he figured he could make Moss Landing with no trouble.

He got as far as Half Moon Bay when his outboard failed and he lost his glasses overboard. He put in for repairs and some new glasses, and headed out again. The outboard died again off Pigeon Point, and the weather took a turn for the worse. Twenty to forty knot winds and heavy seas battered the neophyte sailor.

Lewis managed to survive the storm, but his downfall came within sight of his home port. Sailing down the channel to Moss Landing, the wind died and the swells threatened to crash him onto the rocky breakwater.

Sensing Lewis' trouble, park service rangers onshore called out to him. One of them swam out to the boat and told him to jump out and swim. Lewis had two strong considerations: he didn't want to lose his boat and dog, and he didn't know how to swim. The imminent prospect of being beaten to a pulp helped him overcome those obstacles, however. The rangers managed to save Bach and some of Lewis' gear, but the boat was totalled.



Bill Lewis, Bach and the remains of their 30-ft. sailboat.

Lewis is now back to carving signs, having been tortured by the ocean, but not broken.

He wants to get another sailboat, one with a more reliable engine.

on the ocean everything would go smooth. His dream, costing him so much, became a torture.

Jean Merrien (author of Lonely Navigators) gives us, with caustic irony, several stories about people spending life-long savings building a dream boat, which of course was their own design. They cross oceans they know only from books and magazines. Why those people read only happy stories to claim later that they are the source of their

Nobody recommends jumping into water before learning how to swim. Nobody recommends driving a Corvette on a highway before knowing how. Nobody . . .

But people still plan a circumnavigation who've not even sailed a dinghy and don't know how the ocean is beyond the Golden Gate.

Sailing is nothing extraordinary. Boats are not designed for giants. Sailing is easy, but from opposite side sailing is hard,

very interesting article about financial aspects of sailing. "Don't sell your house if you are dreaming about Seven Seas," says the conclusion. We will have much, much better chances to return to our cushy living room, with good working heaters, if all what seas could have offered us was a torture. The barometer, sextant and steering wheel can serve as nice decorations on our panelled walls (they will look best on teak!).

TORTURED BY OCEAN

rom remote Europe, from cold, arrived a letter. A well-known writer and biologist, Andrey Trepka, my friend who lives in the East Zone, have some questions. Andrey announced with joy that he will join the crew of a 50-ft. schooner to sail around the world, to explore insect life on remote islands of Indian and Pacific Oceans, to fulfill his lifelong dreams of Big Planet Earth.

For Andrey, regardless that he is a wellearning writer, this is the only one chance to check that earth is round. Rubels, zlotys and forints are not exchangeable.

He has only one problem: he never sailed before and he is not too sure if he will enjoy 3 long years wandering the seven oceans. I suggested he answer 5 questions. If even one answer will be NO, it will be better to stay home than take the risk to be tortured by

"It is better to abandon dreams about South Seas & hula dancers than to 'practice saxophone'.

The questions were: Do I have strong motivation to participate in such expensive, laborious and long undertaking? Do I have full confidence for the expedition's leader and crew? Am I able to take stress of long ocean passages, storms, humidity and life in a limited space? Am I a person who, even in difficult situations, will not involve in personal conflicts with other people? Is my health in excellent condition physically and mentally?

But even this strainer is not a guarantee for a successful passage. Thousands of expeditions collapsed because people simply were not able to stay together for so long. "You must have, along with your microscopes, cameras, insect nets and notebooks," I wrote him, "a sum of money allowing you to return home at any time from any point of the voyage. Only then will you have the chance to complete it to the very last harbor."

Careless decisions can be very expensive and painful not only for biologist Andrey

- andrew urbanczyk

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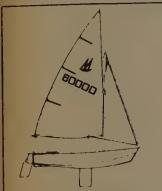


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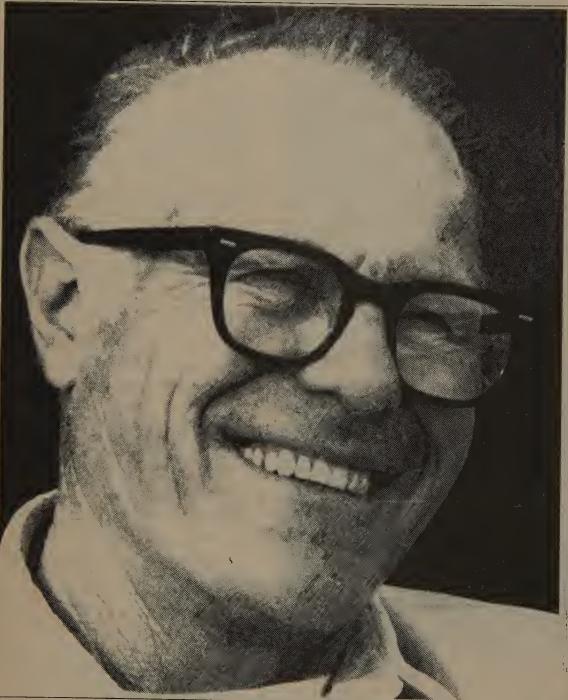
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SAN JOSE

1539 Winchester Blvd. (1 Blk. No. of Hamilton) (408) 378-0400 **D**own at the Richmond YC dock, Bob Klein and his true blue crew are putting loving touches on his newly acquired racing

the Danforth Series, YRA races and in the Big Boat Series. (Last year he was tactician for Dennis Connor on *Swiftsure*.)



Bob Klein.

machine, the 40-ft. Doug Peterson-designed Leading Lady. (Bob has recently purchased Bruce Munro's half-interest in Leading Lady, one of the swiftest boats on the bay.

Klein, part of the Jim DeWitt mafia, has been racing sailboats for 45 of his 56 years. Best known for his success with his Santana 37. Amateur Hour, Bob first made his reputation racing International 110s. Later, he won many other honors — nine times tactician on winning boats in the Lipton Cup,

And though Klein brings home a wheel-barrow-full of trophies from every YRA banquet, he's made his mark not so much as a hot shot racer, but as a behind-the-scenes promoter of sailing on the bay. A semiretired commercial contractor, he's done as much for yachting around San Francisco as anyone. "Bob puts more back into the sport than he takes out," says racer Jocelyn Nash. Klein's approach is self-effacing. He quietly does a lot of the leg work and grunt work.

What he doesn't tackle personally, he delegates. He has a knack for putting together the right people and setting them on a productive course. His organizational contributions include chairmanships of SBRA and the International 110s, Commodore of Lake Merritt Sailing Club, Commodore of Richmond YC (where he's going through the chairs again), board of San Francisco Bay Sailing Association, PHRF executive committee, and others. Bob has also run the Adams Cup, Mallory Cup, Series Cup, and the Small Boat Mid-Winter Regatta, to name just a few.

His organizational commitments have taken priority over racing, and yet he remains a top-notch sailor. According to Hank Easom, who claims to have known Bob for 100 years, "Bob's the most underrated guy on the bay." Jim DeWitt concurs, "Bob may just be a hot shot. It's just that he's never



The 1950-110 Nationals at Richmond YC. Bob Klein is top row right. Others are left to right: Bottom row: Ron Zatta, Don Harlander,

positioned himself for the limelight, like some of the rock stars who need a lot of attention."

klein's life is yachting. "I got my first boat, Byd (Back Yard Dream), when I was nine," says Klein, who has the appearance of a trusted family physician. "A friend and I had found \$20 on our way home from school. We bought the boat, an old woodframed, canvas-covered dinghy, in partnership. We'd haul it down to Lake Merritt on a red wagon.

"In the pre-World War II years, Lake Merritt was a hang-out for a bunch of us... Red Tompkins, Bob Hall, Steve Bechtel. Any time there were enough of us, we'd have a race. We'd vie for the start. There was no formal race committee. We'd just have a 60 second count down. The War changed

things. That was all disrupted."

Bob served in the Coast Guard in Alaska and on the east coast. After the War, he crewed for Bob Carrick, winning the Snipe Championship. Then, in 1947, he bought a 110. Racing 110s formed a whole life-style for about 15 years. He raced against Les and Don Harlander, Lon Price, Edgar Tompkin, Hank Easom and Gordon Nash. He recy. Says Jocelyn Nash, "Bob just doesn't "His boat was called *Ugh* (a "godawful shamrock green", according to Hank Easom.)

Bob's highlight in the 110s was a 1960 race in Larchmont, NY. "It was the first race in a series, and there was a 52 boat fleet in the home country of the 110s. Going in, I felt like an underdog. But somehow I got off to a good start and our lead just increased. I led the pack the whole way. We proceeded to have quite a party that night."

O INTERVOLE IS HAR MONEY

Howard Moser. **Middle row:** Lon Price, Gordon Rule, Jim Brown, Pete Zatta, Les Harlander, Les Mehrtens, Jack Ziemer; Ed

Bullwinkle, Sheldon Myers, Red Tompkins. **Top row**: Dick Boswell, Bob Rule.

At the same time he was sailing 110s, Klein got involved in the Richmond Yacht Club. He spearheaded a drive by the Brick-

UNIQUE

yard Cove Harbors, Inc. to purchase 14 acres of Santa Fe Railroad land, where the group built the present club and facilities.

Meantime, Bob continued racing successfully, and kept his skills sharp by sailing 14 Mexican races, 5 TransPacs, and every Big Boat Series race from its inception.

As a tactician, Klein has few peers. According to daughter Susie, winner of the 1st intercollegiate women's national title, "Dad has a memory bank like a computer's. He has that immense backlog of experience. He sees the tide lines. He picks up quirky little wind shifts that happen twice a year."

Bob explains, "when you know the water well, you develop an intuitive sense. It's a feeling of the air that you get at the Golden Gate YC's Mid-Winter Series, for example. Or in summer, you watch the cloud cover when you don't have the normal fog. Lake Merritt gave me basic training in light and shifty airs that has carried me through. You just build on that."

Bob's local knowledge is a formidable racing tool. He offers an example: "When you are coming up from #7 buoy off Treasure Island, up to Chrissy Field on a flood tide, as you get to Alcatraz, you play the cone (off the east end) of Alcatraz. You then face a major decision. Do you go directly to the San Francisco shore or work the face of Alcatraz? This is a crucial decision, and once made, there's no turning back. Bob says:

"If the ripples extend far towards the Gate, you shoot for the Cityfront. If there's not much rough water, you go up the face of Alcatraz, because the flood's just not that strong." That's the kind of information on tap in Bob's 64K memory. "We used to learn a lot at the yacht club's seminars which we held Friday night before every YRA race. That's the kind of issue we'd discuss."

Bob's also known for having great efficiency. Says Jocelyn Nash, "Bob just doesn't make a lot of bad tacks. There are few wasted motions." He approaches decisions cautiously. "Bob knows when to hang in there and go with his mistake, and when to

BOB KLEIN

take a chance and split," adds Jim DeWitt.

"There are the basic things you have to know, of course," says Klein. "For example, you've got to always be conscious of how the tide is affecting the boat. You look at two points ahead, one near and one far, and see which way they are moving."

Klein also promotes ocean racing as a good way to learn seamanship. "My favorite is the Del Rey YC Puerto Vallarta Race. losing like a bitter pill, but once onshore he has the ability to put the race completely behind him without regrets.

Kamen also adds that Bob gets incredibly caught up in each race. In the heat of battle he's been known to call people by the wrong name, and mix up instructions to the foredeck crew. "When Bob starts calling you Dasher (the family dog)" grins Kamen, "you know you're in trouble.'



Bob's leading ladies: daughter Susie, left, and wife Doris, right.

You're not just way out there alone in the ocean, like on a TransPac. On this race you go around various geological points; that's fun, and you can see what the competition's doing."

ompetition to Bob is like the morning cup of coffee you can't live without. His competitive spirit is best typified by the funny smile he displays when he passes an adversary. Says Susie, "Dad actually chortles when he passes Chris Corlett." Les Harlander says, "I don't know how the rest of the fleet feels, all I know is that Bob seems to seek me out on the race course, and then he just works me over. It's not that Bob's a cutthroat. He isn't. It's just a friendly little game of upsmanship." DeWitt adds, "Before a start, you hear a "Yoo-hoo, sweetie", on the water. That's the 'regulars' calling out their challenge to Bob."

Paul Kamen, who's been a regular crewmember on Amateur Hour and now on Leading Lady, says there's no one who loves to win more than his skipper. Klein swallows

ne of Klein's little known quirks is that he loves to pick up gear floating around on the bay. A lot of the equipment on Amateur Hour was salvaged, and not always while daysailing. His crew still chuckles over what they refer to as 'The Cushion Story'.

While jockeying for the start of a race, Bob spotted a cushion floating several yards to leeward. With 30 seconds to go, he announced that he thought they could both retrieve the cushion and still make a good start. The crew hooted back in unison, "No!", and Bob had to abandon his plan. They managed to get their start, but they noticed the skipper was a bit absent-minded for the first few hundred yards of the race. He was still thinking about the damn cushion!

ailing is such a priority that when he married his wife, Doris, eons ago, it was a condition of their marriage that he would be able to sail on weekends. "We got married

on Friday night," says Bob, "and I raced on Sunday." Bob and Doris are a first-class team. They are totally together in their involvement in sailing. Says their daughter, "I think of my parents as a single unit. It's hard to separate them. They are incredibly stable, wise and intelligent."

The Klein's are truly a 'mom and pop operation'. All the years that Bob was involved in Richmond's Junior Sailing Program, Doris was helping alongside. For sixteen years she ran the galley for the program, the proceeds of which supported the kids efforts, including two summer camps at Clear Lake. Doris is as involved today with Leading Lady as she was in everyone of Bob's previous

Leading Lady presents Bob and Doris with a whole new challenge. A custom IOR design, the red-hulled sloop is more sophisticated than the production boat Amateur Hour. The new boat has three sets of spreaders, whereas the old one had one. Instead of just the backstay, traveller and mainsheet for controlling the shape of the main, Leading Lady also has hydraulics for the flattening reef, the vang, the babystay as well as double running backstays. Bob has everybody out working on the boat Saturdays, and then they go sailing on Sundays. No one wants to predict how they'll do once



Bob's new Leading Lady.

the bay and ocean series start this April, but based on Bob Klein's past performances, they'll just get better and better.

- marilyn yolles



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'65 28'6" sloop, Atomic 4, Monitor steer'g vane,

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Good cond., includes 15 h.p. Yanmar dsl., VHF, compass, LectraSan, C pres. wtr., shower, alcohol stove, lots of storage, sleeps 5, ready (408) 988-4331 \$34,000

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ADVERTISER'S INDEX

B&L Sails	Dickerson & Associates S2	McGinnis Insurance 62	Serendipity Yachts93
Bailiwick, Inc	Dorlon	Mariner (Santa Cruz)33	Şanta Fe
Jack Barr Yachts	Edgewater Yacht Sales 157	Claudia Mueller 41	Scanmar Marine
Bay Area Marine Institute 35,51	Erikkson Spars42	Maritime Electronics	Sutter Sails ,
Bay Riggers 54	Empire Sailing	Newport Harbor Boat Show59	Sailboat Shop
Bay Yacht Service	Farallone Yacht Sales 40	North Sails4	Skipper Yacht Sales 166
Basin Boat Works	Fugere's International 129	Nicro/Fico	Sailboats/Sausalito
Baytronics 54	Gianola & Sons42	O'Neill's	SeaWood, IncSE
John Beery Yachts31	Gashouse Cove 159,160	Pyramid Boats	Spinnaker Shop
Boater's Friend 61	Gorman & Thomson, Ltd4	Passage Yachts5	Svendson's S0, S
Boaters Supply	Hoge Bros. Harbor Marine 129	Performance Sailing 9	S.F. Cruising Center63
Boy Scouts of America 62	Home Federal Savings 97	Pacific Publishers	Sea Breeze Yacht Center60
Coastal Boats64	Hogin Sails25	Kermit Parker Yacht Sales 157	Starbuck Canvas54
Cheoy Lee 40	Haynes Sails	Point Bonita Yacht Sales84,85	Sanford-Wood 67
CT-41	Joe Harris17	Port Sonoma Marina	Small Craft of California 45
Chae-Mi	Horizon Sails 27	Port Sonoma Yachts56	S.F. Boat Show
Cruising World Yachts 103	Hallcraft	Pyzel Navigation 145	Twin Pines
Celestial Navigation	Investment Yachts Unlimited, Inc.6,7	Pussers Rum4S	Tradewind Instruments SZ
Cal-Coast Marine	Johnson & Joseph29	Pernicka Corp	Bob Tefft Cruising Center 157
Capitol Insurance	Peter Jones 1S7	Peter's Auto Radio	TransPac Insurance 26
C&B Marine	Johnson Hicks22,23	Bob Pinkus	Voyager Marine
Capt. Neill24	J-World34	Quicksilver Sails 6S	West Marine Products 68,69,96
Cal-Marine	Mike Lampe Yachts 28	Rule Industries	Windcircle Sailing Yachts37
California Custom Yachts15	Leading Edge Sails 62	Ruby	Windsurfing Marin
Custom Yacht Services 102	Lee Sails (C&G Marine)102	Railmakers	West Coast Yachts4
Critical Mass107	Bill Lee Yachts46	Richards & van Heeckeren3	Whale Point Marine30
David R Case43	Lampe & Martin Yachts	Romaine Yacht Service 133	Wells Fargo Bank
Downtown Marine	Mariner Square 20,21	Seasyn Dist. Co3S	Walnut Creek Honda
DeWitt Sails10,11	Marine Marketplace35	Swoofer	Yacht Registry102

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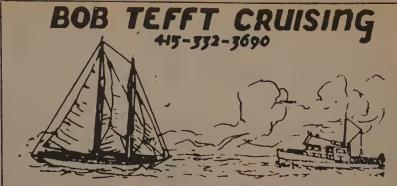
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26' COLUMBIA MARK II	12,000
26' CHEOY LEE, diesel sloop	18,000
26' PEARSON ARIEL	15,000
26' GRAMPIAN	14,000
26' RANGER fr	om 16,300
26' S-2 aft cockpit sloop	20,000
27' CHEOY LEE OS	22,950
27' BRISTOL 27	17,000
27' CATALINA SLOOP.,	17,000
27' NOR'SEA aft cabin sloop, dsl., w/trlr,	39.900
27' ERICSON	21.000
28' RANGER 28 diesel aux. sloop	33,950
28' LANCER SLOOP	19,500
28'6" PEARSON TRITON aux. slp 2 fr	om 18,350
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29' ERICSON	27,000
30' CATALINA	34,000
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30' ERICSON racing sloop	34.000
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30' AMERICAN sloop, Nichols design
30' H-28 MODIFIED KETCH
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32' COLUMBIA SABRE sloop
32'6" PEARSON VANGUARD
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41' GULFSTAR 41, center cockpit sloop
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	NORTHSTAR			
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28'	WYLIE 1/2 TON			27,000
29'	ERICSON			29,500
29'	ERICSON		. 30	* 000,0
30'	MORGAN			28,000
30'	ISLANDER			33,000
301	IRWIN			45,000
30'	MORGAN			28,000
301	OLSON			29,500
30'	HERRESHOFF			29,500
30'	BURNS 1/2 TON			39,500
30'	CUSTOM C&C			35,500
32'	5.5 METER			. 7,200
33'	CHEOY LEE			. 52,500
33'	TARTAN 10	 2 fr	om	32,000
34'	PETERSON			85,000
34'	PETERSON ¾ TON			. 42,000
351	SANTANA			. 59.500
35'	CORONADO		. 4	7,000 *
35'	PEARSON			. 59,000
35'	ALBERG			39,000
35'	GARDEN KETCH		, 4	7,500 *
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381	HERRESHOFF			49,500
37'	DUBOIS ONE TON.:			.99,500
37'	FISHER KETCH			149,000
37'	SANTANA			. 89,000
37'	CASTRO ONE TON			115,000
39'	CAL			99,500
39'	SWAN			95,000
39'	SANTANA			105,903
401	HOLLAND/KIWI ,			145,000
40'	ISLANDER PETERSON			110,000
40'	GARDEN KETCH			. 85,000
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41'	MORGAN			105,000
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43'	CONTESSA			120,000
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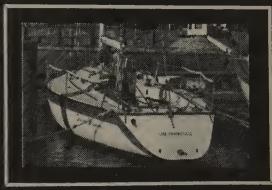
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